

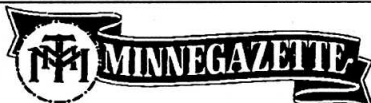
Minnesota Transportation Museum, Inc.

MINNEGAZETTE

Summer 1990







Official Publication of the

MINNESOTA TRANSPORTATION MUSEUM, INC.

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CIRCULATION

The Minnegazette is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class mailing for an additional \$5 per year charge.

SUBMISSIONS

The Minnegazette welcomes submissions for publication of articles, photos and other illustrative materials of historical or current interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editors' discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962, to acquire, restore, maintain, exhibit, and operate historical artifacts of land transportation. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, and the Stillwater & St. Paul Railroad in Stillwater, Minnesota.

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Secretary.....Jeff Haviland
Treasurer.....Don Stevenson
VP/Traction.....Louis Hoffman
VP/Railroad.....John Diers
Directors at Large.....Art Pew
Byron Olsen
Ross Hammond
Wayne Olsen
John Capell
Bob Thompson

MINNEGAZETTE

SORRY WE'RE LATE, BUT....

You may have noticed that the Minnegazette hasn't been coming out lately. Well, you're right. The last issue appeared in January, and the one before that in June 1989.

If you read the masthead you'll notice that Jeff Braun has retired as Editor. I want to thank him for putting out a group of very high quality issues, including the first color cover since 1982.

Jeff, with assistance from Hudson Leighton, moved the Minnegazette onto the museum's own Macintosh computer. He also brought to the magazine his strong expertise in the area of motive power.

Since this is my last year as President, I was planning to become Editor sometime in the future, but not quite this soon.

I've hired Sandra Bergman as Production Editor. She'll do the layout and work with the printer, leaving me free to write, photograph and research.

We will get back on a quarterly schedule, with a simple newsletter coming out between each Minnegazette. I am very aware, as is the Board, that the magazine is the main reason many join MTM. I'm afraid we may have lost members because of the delays.

Please note that this is an extra big issue. The normal ones are 28 pages. Hopefully a bigger magazine and color covers will make the wait worthwhile.

Finally, please send me your photos and articles. Black and white prints are preferred, along with color slides. Also feel free to call and report any news.

VOLUNTEERS NEEDED FOR MUSEUM "ROAD SHOW"

The Museum needs volunteers - that's nothing new. This time, however, the Museum needs volunteers to recruit new volunteers. We would like to have a MTM table at all local railroad flea markets and model railroad shows. If you would like to help by staffing these tables or by coordinating this effort, please call Executive Vice President Art Nettis at 920-6062.

MEMBER CONDUCT CODE

Because of an incident that took place in late 1989, the Board of Directors drafted a Member Conduct Code which was approved at the April 1990 meeting. A copy is enclosed with this issue of the Minnegazette. The purpose of the code is to define acceptable and non-acceptable member behavior.

You wouldn't think such a thing would be necessary when we all share the same hobby, but people are people and they'll find ways to disagree. The code is designed to head off bad behavior before it happens, to guide the Board if they need to mediate or discipline, and to make clear that group harmony is our goal.

NEXT MEMBERSHIP MEETING

Tuesday, July 24th 7:30 P.M. on the train in downtown Stillwater.



Perry Carlson made this fancy banner to herald the 1990 startup.
Aaron Isaacs photo.

Front cover - During January 1989, the CHSL folks decided to pose both cars along the line for photos. Photographer Aaron Isaacs was hiking from home and came over the hill to find #1300 waiting for the 42nd Street crossing to be de-iced.
Inside Cover - The Como-Harriet line and its bus subsidiary ran for Linden Hills Festival on May 19-20. Ex-TCRT GMC 5105 #1399 and streetcar #1300 transfer passengers at the new station. Hudson Leighton photo.

PRESIDENT'S MESSAGE

This is going to one of MTM's best years ever. At Stillwater we are so far ahead of last year it's not even close. Consider that we started 1989 with no engine and two coaches. This year we have diesels #102 and #105 and seven coaches. The number of volunteers has increased dramatically at both Stillwater and Como-Harriet, thanks to the Member Interest Inventory that we did by phone. It proved that members respond to a personalized call, more than to a mail survey. It also told us who to call for a specialized skill or piece of equipment.

At Stillwater we have a new ticket wagon, wheelchair lift, boarding stairs and better station location, with electricity and phone. Our paid ticket agents are well established. We've joined the Stillwater Chamber of Commerce and are becoming part of the business community. The train charter program is now properly organized. The Pavlak fence is up at Summit, and 500 Norway pine saplings have been planted, both of which fulfill our contractual obligation to the Township of Stillwater. By the time you read this, the boarding platform at Duluth Junction will be completed. The major remaining bad piece of track, between Neal Ave. and Summit has been repaired.

Como-Harriet has a new depot, which may be painted and landscaped by the time you read this. A new sprinkler system has been installed in the garden. The depot and carbarns are now equipped with state of the art security systems, plus telephones. Two ex-TCRT PCC's are coming and car #78 is nearing completion.

Jackson Street Roundhouse has never been cleaner inside, as **Steve Sandberg** and his crews throw out the junk. The next chore is straightening up the outdoor areas. MTM dodged a major bullet when BN agreed to cooperate in the cleanup of contaminated soil at the site. The sewer project is done.

MTM may not have the means to run off-line excursions of its own, but our equipment is earning money on other people's trains. Cars have been leased to the Soo Line and NRHS.

On the administrative front, **Setness & Associates** is now handling our books,

replacing volunteer bookkeepers. Thanks to Treasurer **Doug Stevenson**, our money is working harder in a Prudential-Bache money market account.

Bylaws have been passed that will transform the Board structure in 1991, clearing the way for hiring a full time General Manager. This is a major step in the maturation of the museum.

Last, and certainly not least, we now own the streetcar steamboat "Minnehaha", and have sprouted a Steamboat Committee to help restore it.

Is that enough? There's probably more, if I really think about it. Now if we could just get the **Minnegazette** out on time.

BOARD OF DIRECTORS

Editor's note: It's been a long time since there was a **Minnegazette** recap of Board action, so we're traveling back in time for this issue only.

August 1989

Approved the acquisition of Soo Line work train car and former coach #693, built about 1895. Declined a proposed equipment swap with Illinois Railroad Museum of Rock Island car 2529 and GN baggage 265 for a CGW combine and C&NW wood RPO. Passed bylaws changes merging the Railroad and Stillwater Division into "Railroad Operations". Moved responsibility for Jackson Street to the Executive Vice President. Removed Board responsibility to approve Superintendents.

September 1989

Approved increasing **Wanda Sims** fee to \$1500 per month. Approved a budget amendment increasing the budget for the Linden Hills depot.

October 1989

Designated **Wanda Sims** as MTM's liaison with the sewer contractors at Jackson Street.

November 1989

Reprimanded member **John Larson** for his threatening behavior towards member **Steve Sandberg**.

December 1989

Criticized the method by which the new Stillwater ticket trailer was purchased.

January 1990

Approved **Art Pew**, **Byron Olsen**, **Ross Hammond**, **John Capell**, **Wayne Olsen** and **Bob Thompson** as Directors at Large.

Approved the creation of a Steamboat Committee to oversee the restoration of streetcar steamboat "Minnehaha". Approved **Leo Meloche** as its Chair. Amended the bylaws to delete references to standing committees, except the Nominating Committee.

Created a bylaws review committee. Voted to apply remaining O'Neil grant money to railroad equipment restoration. Approved the seeking of buyers for diesels 101, 103 and 104. Approved the 1990 operating budget. Created a member conduct code committee.

February 1990

Created a publications committee to get the **Minnegazette** back on schedule. Accepted donation of a boxcar by **Art Pew**.

March 1990

Approved Stillwater charter rates. Approved negotiation of an easement or lease on MTM property by the homeowner adjacent to the Hazel Street grade crossing.

April 1990

Appointed a committee to prepare a job description for a full-time paid General Manager. Appointed a committee to examine a possible merger with the **Museum of Transportation Development Corp.**

May 1990

Approved the acquisition of two PCC cars from Cleveland. Approved the acquisition of a Milwaukee Road open-platform combine.

MAJOR ORGANIZATIONAL CHANGES COMING

-Aaron Isaacs

At its June meeting, the Board of Directors approved major changes to the museum's organizational structure, to be effective November 1, 1990.

Gone are the positions of President, Executive Vice President, and the Vice

Presidents of Railroad Operations and Traction. No longer will board candidates run for these specific offices or for the positions of Secretary and Treasurer.

Instead, five Board members will be elected at large by the membership. From among themselves they will select a Chair, Vice-Chair, Secretary and Treasurer. In order to have better continuity on the Board, members will serve overlapping two year terms.

The five elected members will choose up to four additional at large Directors, who will have a vote on the Board. They will serve one year terms. The Board may also choose an unlimited number of Honorary Board members, who serve for one year and do not vote. Honorary Directors will be persons of influence who can help the museum.

These changes are designed to remove the Board from day to day management of museum affairs. Instead, they will concentrate on policy matters, budgets, and the hiring and firing of paid staff. Which brings us to the full time General Manager.

The Board invited David Nystuen of the Minnesota Historical Society to speak at its April meeting. Nystuen is MHS's liaison to local historical societies around the state. He is the expert on the organizational development of such groups. Basically, he couldn't believe that MTM didn't have a full time paid manager. He felt we were way past the point of needing one, given the size of our operations.

In recent years, the trend has been toward purchasing more and more services. MTM now relies on professional contractors for diesel maintenance, some steam repairs, brake work, heavy passenger car cleaning, trackwork and accounting, and that probably leaves something out. MTM has paid employees who manage the Jackson Street property and run the Stillwater ticket operation, plus coordinate railroad charters.

Management is still in the hands of volunteers, but the strain is showing. It's hard to hold down a full time job and still be available to coordinate everything that needs coordinating. That's why it's time to make the jump to a paid General Manager.

The plan is to bring someone on by the

beginning of 1991. There will be a structured search for the right person. The GM's primary skills must be administration and organization. This is the person who will anchor volunteer activities and stimulate them. We need a manager more than we need a knowledgeable railfan. However, a love of railroads and historic preservation are also important. We want someone for whom the job will be a labor of love.

By no means will volunteer's activities diminish. We will need them more than ever. But if MTM is to continue to grow as in the past, it's time to professionalize management or it will all start to unravel.

Getting back to the bylaws changes, the election of officers will be moved earlier, so that terms of office can begin on November 1st. This recognizes the reality of MTM's operating season. In the past, November and December have been "do-nothing" months while the lame duck board waited for its replacements to take office. Then we always found ourselves short of time to prepare for the next operating season. Moving the elections earlier will solve that problem.

In summary, these bylaws change will finish the job that I started three years ago, to transform MTM from a hobby club into a permanent, professionally run institution.

JACKSON STREET UPDATE

Construction and improvements have been on hold for almost a year, due to sewer work and pending pollution cleanup on the roundhouse grounds. The City of St. Paul laid a new sewer along the north side of the property and then along the west edge, almost under the Jackson Street bridge. Wells dug before the construction turned up oil contaminated soil. Art Pew and Scott Heiderich have been working with the PCA and previous owner Burlington Northern to resolve the problem. A soil study will be conducted, followed by removal of contaminants. Hopefully this will happen before Fall. Once the cleanup occurs, the Rutledge depot will finally be put on its new concrete slab and its restoration can begin. Besides working on rolling stock, Equipment Superintendent Steve Sandberg's crews have been

cleaning house. The round house has never looked more orderly. Several large dumpsters of debris were hauled away. Now that the inside is clean, work has begun on the grounds. All unnecessary metal is being sold for scrap. Part of the old steam engine ashpit has been excavated. One of our tracks runs right over it. If possible, it will be used for inspecting equipment.

RAILROAD REPORT

- John Diers

STILLWATER UPDATE

The fourth season for the Stillwater and St. Paul Railroad opened on May 26. Over the three day Memorial day weekend a total of 1114 passengers made the roundtrip. Compared to the 463 passengers carried last year, this year's Memorial day kickoff was spectacular.

Thanks are due to the train crews and car attendants who braved the rain on Saturday, a balky locomotive on Sunday, and a parked car blocking the tracks on Monday. Casey Johnson and her ticket agents deserve special note for handling the throngs at the new ticket wagon.

All this was the culmination of months of hard work on the part of the superintendents and volunteers who

Don't you just hate this? This truck parked so close to the track by the Stillwater depot that the train cleared by a couple of inches. Another car was towed because it blocked the tracks, yet its owner had the nerve to complain to the mayor.



worked at Jackson Street on equipment and at Stillwater on track and maintenance-of-way projects.

Careful planning and coordination of resources paid off. Time, money, and effort were focused on a few projects that would return the greatest amount of income from our Stillwater Operations there by assuring that funds would be available for future activities.

Here's a quick look at our situation.

LOCOMOTIVES

Diesels

\$7000 was budgeted for repairs to our diesels. This work is largely completed. #102 had some electrical problems corrected and was generally gone over by **Mike Schmitz**, **Rich Huntington** and the Jackson Street Forces. It is working at Stillwater and looks great in its GN inspired LST&T colors. The #105 was on lease for the winter making money for the museum. It served as a backup engine for C.F. Industries in Pine Bend. It will return to Stillwater in mid June mechanically fit and wearing a freshly painted color scheme. Plans for the season are to use both engines as the regular power at Stillwater. The other LST&T engines are up for sale or lease. NSP 44-toner #5 has proven to be a fine shop switcher for Jackson Street. That will be its regular role from now on.



It's not a proper depot, but it's a big improvement over the old ticket wagon. MTM's new ticket trailer is in place on the hanks of the St. Croix. That's General Passenger Agent Casey Johnson peering in the window. Besides not leaking when it rains, it features a kitchen, refrigerator, toilet and shower. By the time you read this, the electricity should be hooked up. Thanks to Tony Becker for finding it and spending many hours helping fix it. Aaron Isaacs photo



Steam

NP#328 will make regular, and hopefully frequent, appearances in passenger service this summer. It was steamed up at Jackson Street on June 3. Anyone who showed up was invited to try their hand on the throttle. **Gary Bensman**, formerly Chief Mechanical Officer for the Grand Canyon R.R. and now President of Diversified Rail Services, inspected #328 this spring and spent considerable time working with **Steve Sandberg** in early June to help prepare the engine service.

Gary's assessment of #328 was positive. However, in his report to the Board of Directors he cautioned the need for improved preventive maintenance.

Last year, he noted in his report, it appeared that, "...the engine was run hard, put away wet and just walked away from". Coal ash was left on the grates in the firebox. The ash was wet and caused acid corrosion on the grate structure and firebox sheets. There was also a large amount of the same wet ash above the arch brick which corroded the arch tubes and sheets. Fortunately, the damage was not exceptionally serious.

These and other problems found on the engine point to the need for greater care and attention in its operation. All of this takes time and lots of hard work. Running steam uses more volunteer effort than diesel. If you want to see more of #328 this summer, contact **Steve Sandberg** or **Tony Becker**. Join up with **John Stein**, **Bob Ball** and others in making #328 run. All members are encouraged and invited to be a part of the "Steam" experience this season.

New Power at Stillwater this year is ex-LST&T NW-2 #102. On a cold and rainy June 2nd, #102 tiptoed east through the slow order at Neal Avenue. Aaron Isaacs photo.

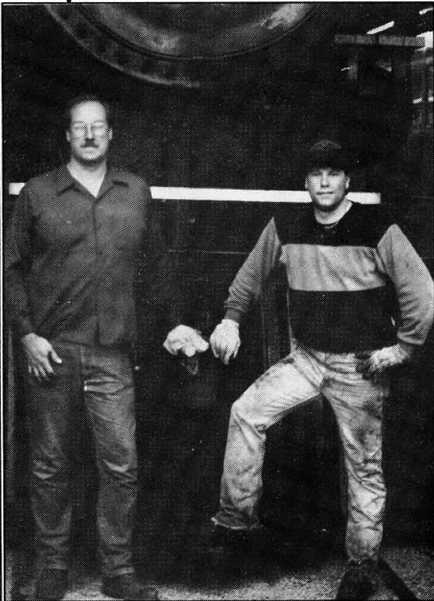
Passenger Cars

All passenger cars regularly used in revenue service will be available this summer. Both Rock Island cars received their seasonal brake work. #1096, an Ex-C&NW 400 coach is getting some floor repairs.

Prior to going in for service all cars were thoroughly scrubbed inside and out. Some upholstery work was done on both Rock cars and the infamous Plexiglass windows on #2604 were polished, improving their transparency.

#1097 and #1213 will be featured in a special for the Highland Music Festival on June 15th. **Governor Perpich** will be on the train. In exchange for using the cars, Soo Line will be running them through Shoreham for shopping.

A star at Stillwater is NP triple combine #1102. Fresh out of Jackson Street it looked great behind #102 on opening weekend. Thanks to **Bill Marshall** and his colleagues, the RPO section was thoroughly cleaned and orgnaized. Save some film this summer for photo runbys of #1102 behind #328 catching mail on the fly.



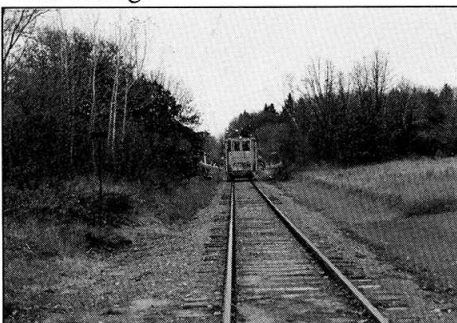
The day before the first 1990 steamup, Equipment Superintendent **Steve Sandberg** and visiting steam expert **Gary Bensman** take a moment out at Jackson Street. Bensman is one of the foremost authorities in the country. He was recently with the Grand Canyon Railroad. **Aaron Isaacs** photo.



Five cars is all the sidings can handle, and they were all needed during the record breaking Fall of 1989, as passenger loads exceeded 300 per trip. It also made a very good looking train. **Art Nettis** photo.

Hundreds of man hours by **Dick Fish**, **Ward Gilkerson**, **Hudson Leighton** and others assured that our passenger equipment was ready for the start of operations.

The snow had barely melted and **Mort Jorgensen** and the M of W crew were at work. Winter had done some mischief. Two pull aparts on the welded rail needed mending. A wet spring brought some minor water problems. Several weekends were used cleaning and clearing brush along the right-of-way left over from last falls cutting.



The master of disaster at work- C&NW's brush cutter did some heavy logging along the S&StP. It spent two days on the line, cutting down ten years of growth last October. Thanks to the Northwestern for donating the service. **Art Nettis** photo.

Six miles of railroad can be too much for an all volunteer track crew, especially when there is a large amount of deferred maintenance. To supplement our volunteer efforts, **DuWane Shogren** will be bringing in contractors to help correct some long standing problems. As this is written, Railroad Specialties is completely rehabilitating the section between summit and Neal Avenue. Work includes tie replacement, undercutting and ballasting. Approximately 600 ties are being renewed with replacements coming from the abandoned NP Skally line. Thanks to **Tom Dethmers** for negotiating an excellent price for these ties, most of them are in "like new" condition.

Funds permitting other major projects will be scheduled during the work season. Grade crossing replacement is high on the priority list as is ongoing ballasting and tie work.

If you need help contact **Mort** and **Perry Carlson** for a few hours of refreshing excersise in the great outdoors.

Operations

Note that trains now depart every two hours on the hour. This in addition to charters and other special moves. Thesday has become the regular charter day. Each day of service and very trip requires a crew: conductor, brakemen, engineer, fireman and car attendants.

A major effort this year is to build our crew roster to assure there are enough qualified volunteers to protect scheduled and unscheduled services.

This spring **Ward Gilkerson** and **Bill Bruce** teamed up to offer code classes for prospective train crews and car attendants.

Mort Jorgensen and **Tom Neuhaus** are coordinating crew calling. Please volunteer for train or car attendant service. We offer on the job training.

A Look Ahead

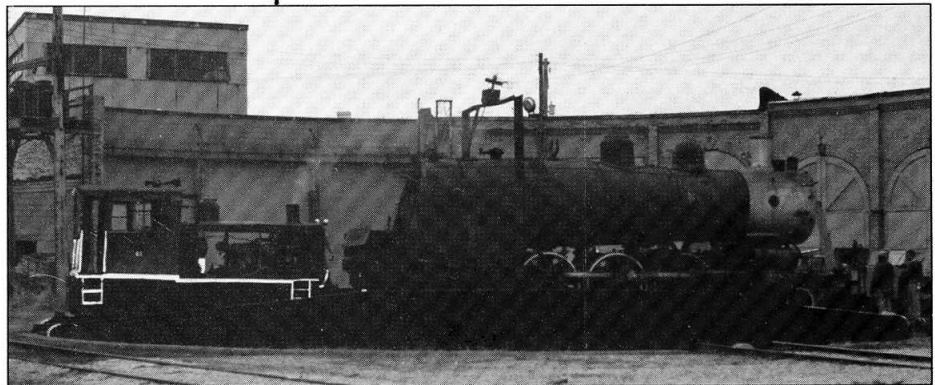
As our operations settle into a more organized routine and as our revenue position improves, it will be appropriate to start planning future projects. Meanwhile, we must keep focused on the day-to-day work of running a short line railroad.

Stillwater is the Museum's largest source of income. All of our efforts must be directed at assuring this cash flow continues. Without this revenue, future projects will be dreams and wishes. Reality costs money.

With a good year and a reasonable surplus, the Board will have the flexibility to



#102 and train pass the Stillwater yard office, next to which sits Minnesota Commercial NW-2 #100. The Commercial gained trackage rights into Stillwater in March 1990, and replaced all of BN's operation. BN retains ownership of the railroad. Aaron Isaacs photo.



authorize improvements, acquisitions, and additional restoration programs.

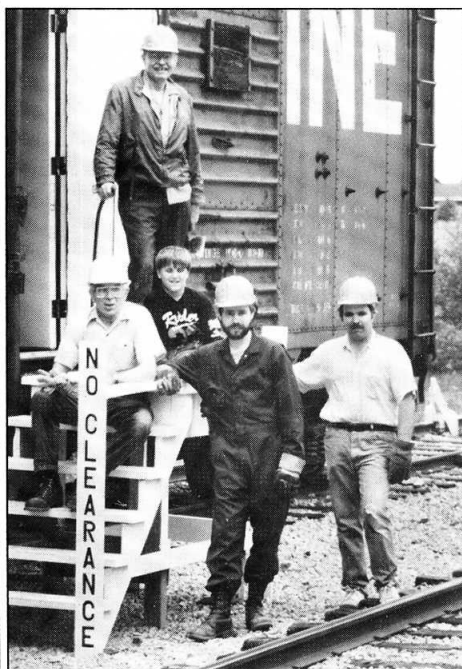
Equipment sales will help too. If buyers can be found for our surplus diesels, other miscellaneous material consigned to the scrap pile, the museum will realize many thousands of dollars which can be reinvested in preserving and restoring important items from our transportation heritage.

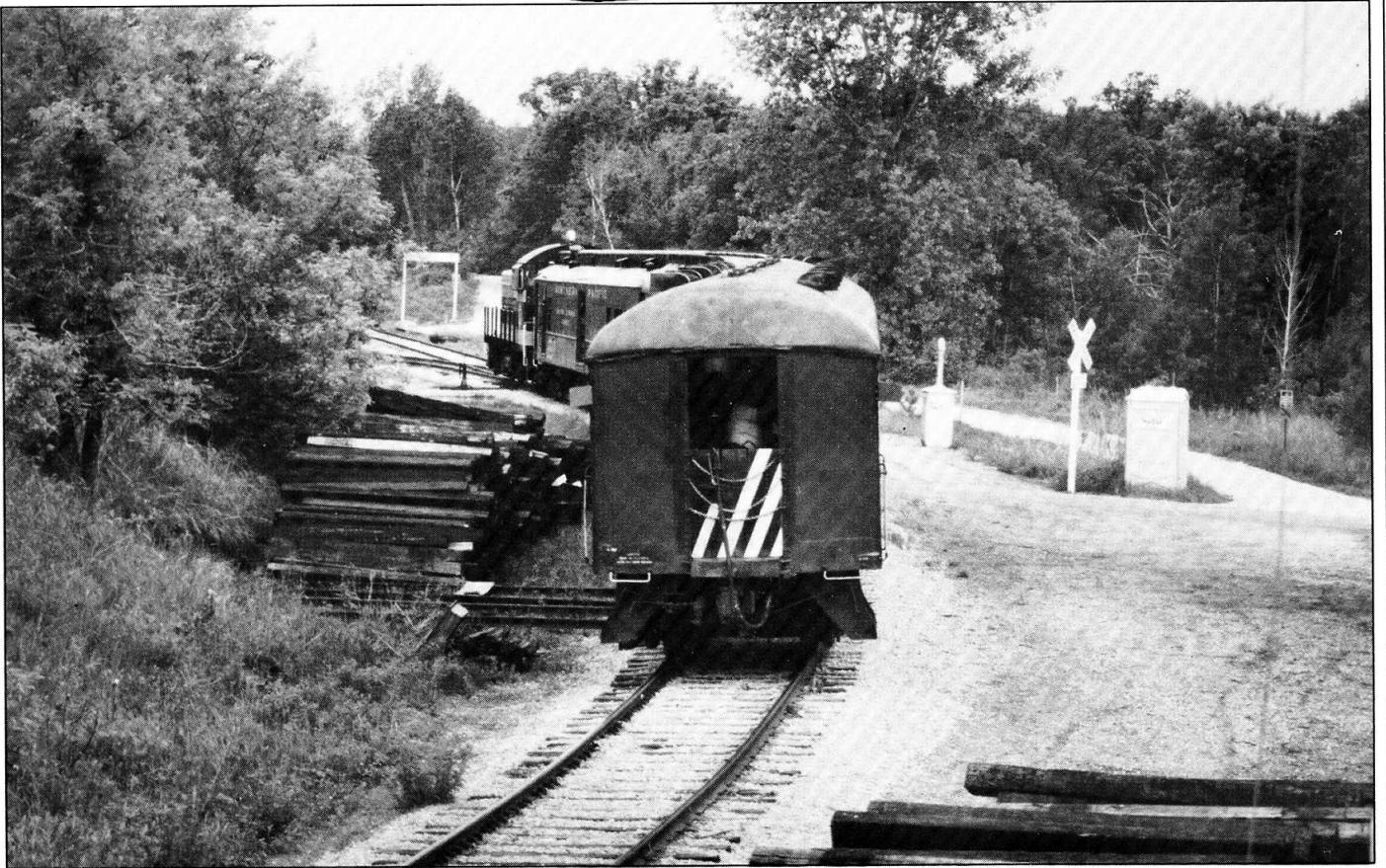
Left: Not glamorous, but very important, is maintenance of way work. Here is the crew, standing in front of their "office car". On the ground are Superintendent Mort Jorgensen and Foreman Perry Carlson. On the recently built steps are Marv Mahre, Eric Carlson and Bill Cordes. Note the new door that doesn't require three people and a spike bar to open. M of W work sessions are Tuesday evenings and Saturday mornings. They need more help, so please come out. Aaron Isaacs photo.

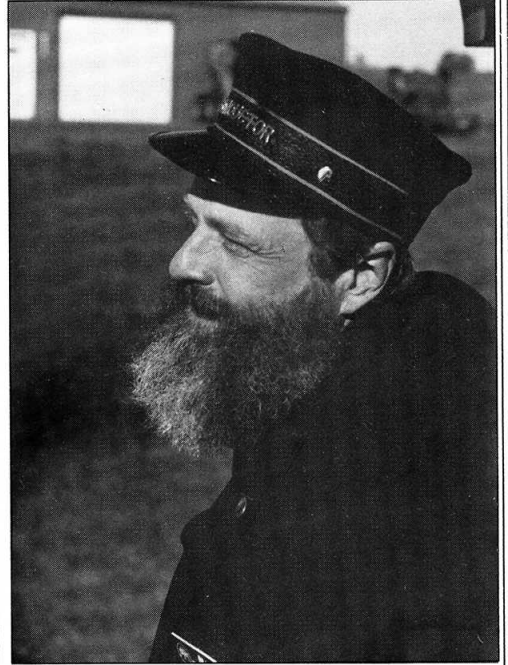
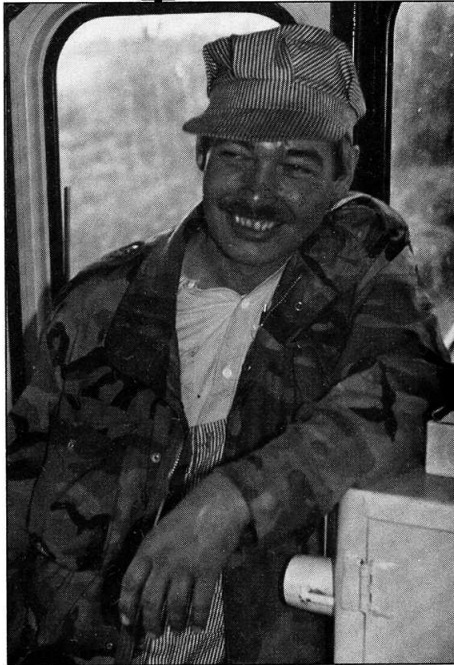
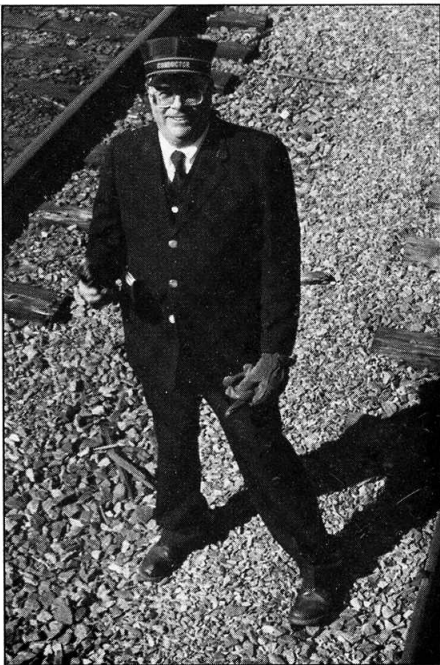
Above: NP 4-6-2 #2156 (or most of it, at least) rides the turntable at the Minnesota Commercial roundhouse in Nov. 1989. The Commercial needed the indoor space, so an ad hoc crew was summoned to put the lead truck back under the engine. MTM's Plymouth #61 dragged it outside, where it still sits. A move to Jackson Street is likely later in 1990. Art Nettis photo.

Opposite Page Top: The track follows the alignment of an old interchange as it swings from the ex-NP to the ex-Soo at Duluth Junction. Aaron Isaacs photo.

Opposite Page Bottom: #102 is about to run around its train at Duluth Junction. The process of switching ends takes less than five minutes. Aaron Isaacs photo.





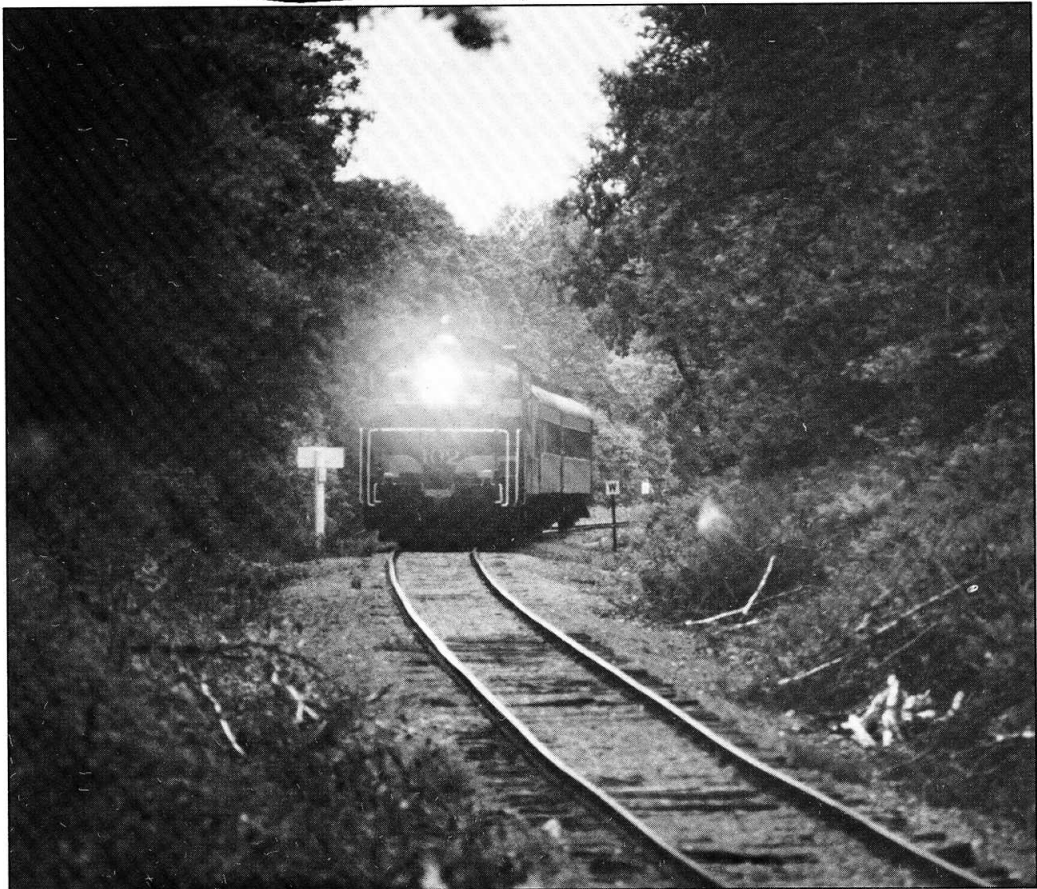


Above (from left): A gallery of Stillwater stalwarts includes: Art Pew, Larry Schulte, Bill Bruce, Art Nettis and Tom Dethmers. Art Nettis photos.

Left: Here's how it looks from the cab of diesel #105 as an eastbound S & St P train crosses Brown's Creek north of Oak Glen Golf Course. Art Nettis photo.

Summit isn't the highest point on the S & St P. Trains climb an additional 60 feet to a point just east of Duluth Junction, which is located on a downhill westbound grade. #102 is topping the real summit on June 2nd. Aaron Isaacs photo.

Bottom: The Stillwater & St. Paul's boarding area looked like this on Sept. 1, 1960. The grand Stillwater Union Depot has just been demolished and piles have been driven for Hooley's foundation. The NP freight house is still in business, but it will become Hooley's' parking lot. Our ticket wagon sits under the street lights at right. John Runk photo. Minnesota Historical Society collection.



STILLWATER PASSENGER SURVEY

Oct. 7 was one of the peak days at Stillwater last year. We sold out every seat, about 325 per train. It was a perfect day for **John Dillery** to survey the passengers and find out who they were and why they were riding the train.

215 responses were collected, a 20% sample of the day's riders.

The questions and answers.

1. I am here today with...

70% Families or relatives
19% Friends
10% Tour groups
1% Alone

2. I first learned about this train from...

66% MTM's newspaper ads.
19% Various places, including an article in AAA's magazine, saw a S&StP poster, or heard about it on the Como-Harriet trolley.
15% Word of mouth.

3. I live in...

53% Minneapolis and its suburbs
24% St. Paul and its suburbs
11% Greater Minnesota
8% Another state or country (except Wisconsin)
4% Wisconsin

4. The things I like most about the train are...

There were 389 positive comments to this open ended question. The most common responses were:

157.....Scenery
97.....History or nostalgia
51.....The ride was comfortable
28.....The crews were courteous

Other comments were that the train is fun, inexpensive, and an interesting addition to historic Stillwater. Several appreciated that it was no smoking.

5. If I could change anything about the train I would...

There were 291 suggestions.

48-Leave on time

(there was some trouble with leaving on time that day).

40-Add tour narration on a public address system.

32-Have working toilets on board.

26-Repair and clean the windows (this refers to Rock car 2604 and its semi-opaque lexan.

18-Heat the coaches when it's cool (which it was)

15-Wished the ride was longer.

Other suggestions were to sell more souvenirs, improve parking, boarding platforms, place cards in the coaches giving their history, cut back the brush, run the steam engine more, run faster, repair the upholstery, and offer deeper family discounts.

A number of the suggestions are being implemented. On time performance is being stressed. A PA system will be installed sometime this summer. The 2604's windows were buffed, improving their transparency. New windows are still needed, however. The cars were powerwashed inside and out and will be washed regularly this year. The brush was cut back, courtesy of the C&NW. The 328 will be running more this year. The worst upholstery has been recovered. Sorry, there will be no on-train toilets.

TRACTION REPORT

LINDEN HILLS DEPOT SET TO OPEN

After years of planning, saving and waiting, the Como-Harriet Streetcar Line's Linden Hills depot is a reality. The depot will open later this summer. It will be open

primarily on Fridays, Saturdays, Sundays and holidays, on other nights when volunteers are able to staff it, and on request for charter operations. Members interested in staffing the depot should contact **Dewey Hassig**, Superintendent of Station Services, at 936-0381.

The original depot at Lake Harriet was designed by architect **Harry W. Jones** and was built by the firm of Brown and Currier. The building permit for the structure was issued on October 29, 1900 and indicated that it would cost \$300. The building was completed on November 12, 1900. The depot was moved to the lakeshore for use as a boathouse in 1914. It was removed in 1939.

The new depot was not included in the museum's lease with the Minneapolis Park and Recreation Board. Thus, Park Board approval was sought and received for this project. In addition, the museum's plans were supported by the **Minneapolis Heritage Preservation Commission** and the **Linden Hills Neighborhood Council**. The LHNC also donated \$300 to help defray the cost of the depot's cedar shake roof and will also donate the cost of a roof sign, such as the one appearing on the original building.

Ground was broken on October 8, 1989 by **Mrs. Imogene Hickey**, widow of museum member and architect **Gene Hickey**, who prepared the plans for the depot. Assisting her in turning the first spadeful of earth were numerous museum members. Actual construction by **CKC Construction, Inc.**, the general contractor, began the following day. The foundation, floor and concrete work were completed by the end of October. Construction resumed in January 1990 and continued until the exterior was complete and the interior was sheet rocked in early March. Electrical work was done by **Courtur Electric**. The floor was installed by **William S. Brenner** in May. Volunteers will paint and complete the interior and paint the exterior as the weather warms and dries out. If you can help with this, please call **Norm Podas** at 941-2099. Total cost of the project will top \$40,000.

Special thanks go to **CKC Construction, Inc.** and **Charlie Christianson**, **Courtur Electric**, **Bill Brenner** and the volunteers who assisted

in this work for a job well done. In addition, thanks go to **Jim Grover**, **Gene Hickey's** partner, for his assistance in completing the plans, to **Larry Schreiber** for photographic assistance in preparing drawings, to the **Linden Hills Neighborhood Council** for their support and financial assistance, to **Mike Buck** for coordinating the historical displays for the interior, and to the **Linden Hills Depot Committee** for their hard work: **Norm Podas**, chair, **Keith Anderson**, **Mike Buck**, **Roy Harvey**, **Karl Jones**, **Loren Martin** and **Louis Hoffman**.

Thanks to **Phil Settergren** of **Settergren's Hardware** for donating the paint.

COMO-HARRIET TRAINS RECORD NUMBER OF OPERATORS

The Traction Division's 1990 class of motorman trainees was the largest in the twenty-year history of the Como-Harriet Streetcar Line. More than thirty men and women expressed an interest in streetcar operations in the Traction Division's 1990 Survey or the "Volunteers for Volunteers" phoning conducted in January. To accomodate this group, two classes were scheduled — the traditional April/May sessions, which began on April 26, and a June session which began on June 7.

To date, twelve persons have completed classroom training and are in various phases of on-board training. Two of the twelve have been certified as operators. Another twelve persons were scheduled for the classes beginning on June 7. Special thanks are due to **Karl Jones**, Superintendent of Safety and Training, who coordinated the 1990 Safety and Training Program. Thanks are also due to all those who served as trainers and assistant trainers and to the foremen who supervised trainees in revenue training.

The Safety and Training Department is also revising the Traction Division's operating manuals and sequences of operations. All operating personnel are now using a new Sequence of Operations/Single Unit Movement. It differs from the previous edition in a modified layout making it easier to understand and follow.

Karl Jones, with the assistance of **Louis Hoffman**, prepared the new sequence of operations.

In addition, a committee will soon begin work on a sequence of operations for Car #78, whose controls and operations differ significantly from those on Cars #265 and #1300. The Safety and Training Department, as time permits, will revise the Sequence of Operations/Multiple Unit Movement and will revise the Operations Handbook, consolidating into it various bulletins and memoranda issued over the years in connection with operations.

Finally, in 1991, the Safety and Training Department will begin a systematic retraining of all currently certified foremen and operators. The result of this retraining program will be that all operating personnel will be required to

retest and re-train every five years. Details of this program will be announced as they are developed.

STREETCARS AND BUSES RUN FOR LINDEN HILLS FAIR

The Como-Harriet Streetcar Line operated Car buses #630 (Mack, 1941) and #1399 (General Motors, 1954) during the Linden Service was scheduled for Saturday and Sunday, May 19 and 20, beginning at 12:30 p.m. each day, streetcars running until dusk and buses until 4:30 p.m.

Saturday service — streetcar and bus was cancelled because of heavy rain. Sunday service was a great success. The

Car #78 and friends pose for a group shot. In front- **Mike Miller**, **George Isaacs**, **Bill Cordes**, **Bob Schumacher**, **Curt Allen**, **Roy Harvey**, **Art Nettis**, **Loren Martin**. On car- **Keith Anderson**, **Harold Dalland**.



streetcar, always popular with Linden Hills residents, carried more than 400 passengers. The two buses carried several hundred passengers on a route connecting the new Linden Hills Depot with the corner of Upton Avenue South and West 43rd Street and the Linden Hills Community Center at York Avenue South and West 43rd Street. The bus fare was 25¢.

The Traction Division thanks the following for their contribution to the success of this event: **Art Nettis**, newly-created Superintendent of Motor Bus Operations, who did a yeoman job; the **Linden Hills Neighborhood Council** and the **Linden Hills Business Association**, who contributed generously toward the hefty cost of insuring the buses; and to the foremen, operators and drivers who took part in the operation. A special thank you should also go to the Metropolitan Transit Commission, which stores and cares for our buses, and to Museum members and MTC employees **John Diers** and **Dick Loeffler**, who laid the groundwork for the bus operation.

TRACTION DIVISION HOSTS SECOND ANNUAL OPEN HOUSE

The Traction Division held its second annual open house under brilliant blue skies on Wednesday, May 30. Invitations were sent to more than 300 newspapers, magazines, television stations and radio stations within a 100-mile radius of the Twin Cities metropolitan area. Also invited were numerous Minneapolis public officials. In addition, the open house was publicized in the Linden Hills neighborhood and in Southwest Minneapolis and Edina.

Nearly 350 people enjoyed rides on cars #265 and #1300. Passengers were invited to tour the Linden Hills Car barn, where Car #78 was on display outside, and to enjoy **Mike Buck's** videotapes and refreshments inside. Among our guests were State Representative **Dee Long**, City Council Member **Steve Cramer** and Park Commissioners **Scott Nieman** and **Patricia Baker**.

Special thanks to all of the volunteers who made the open house a success: the operating crew of foremen **Roy Harvey** and **Bob McNattin** and operators **Louis Hoffman**, **Art Nettis**, **Russ Olson** and **Greg Taylor**, and those who spruced up the property and showed guests around: **Mike Buck**, **Roy Harvey**, **George Isaacs**, **Loren Martin**, and **Walt Strobel**.

NEW SECURITY SYSTEM FOR COMO-HARRIET

ADT Security Systems has installed a security and fire alarm system which will protect the Linden Hills Car barn complex and the new Linden Hills Depot against break-ins and fire. ADT generously donated 25 percent of the cost of the system to the Museum. The operational costs of the system are expected to be offset by a reduction in the Museum's insurance premium. The Traction Division appreciates ADT's generous donation, worth more than \$1,000. **Roy Harvey** donated the telephones.

"STREETCAR MAN" AVAILABLE

The Traction Division has acquired copies of Goodrich Lowry's 1978 book *"Streetcar man - Tom Lowry and the Twin City Rapid Transit Company."* Copies are available to Museum members for \$7.50 plus \$1.00 for postage and handling. Mail orders only should be sent to **Louis Hoffman, 2307 Quincy Street N.E., Minneapolis, Minnesota 55418.**

The author, Tom Lowry's grandson, chronicles Lowry's life, how he came to be a "streetcar man" and how he built the Twin City Rapid Transit Company into one of the nation's premier streetcar systems. The book is "must reading" for the streetcar fan and anyone interested in Minnesota's transportation history. Order your copy today — while supplies last!

MTM'S COACHES GO ON THE ROAD

Except for the annual Andersen Corp. picnic, MTM has been out of the excursion business since 1986. Things may never again be as wide open as they were in the early '80's, thanks to skittish railroads. Also, we're now older and wiser, and we know that excursions can be financially risky unless they're done properly. Those cautions aside, MTM is edging back into the excursion business.

Stillwater can only use five cars. Now that MTM is up to seven in working condition, the extra ones are going off line on lease. Coaches #1213 and #1097 are the most active. They ran in the consist of Soo Line's June 15 Highland Music Festival special, along with ex-BN A-13 and A-14 from the Duluth museum. That evening the whole consist was hauled to New Brighton, and joined by #A-11. It became the NRHS Wisconsin Central train. It went to Owen, WI on June 16 and Amery, WI on the 17th.

Thanks to **Scott Heiderich** and **Dick Fish** for their work as on-train car mechanics. The AC systems were temperamental and needed nursing along.

As a sidelight, LST&T diesel #105 spent the winter in a heated building at CF Industries in Pine Bend. CF is a major transshipping terminal between rail, trucks and barges. It leased #105 as a back up engine while its own two Alco's were undergoing major repairs. This arrangement may happen again next winter.

Nicolet Badger Northern may also enter into a two year lease on two other MTM cars. Ex-CB&Q North Coast Limited coach #598 and ex-GN baggage car #265 are being leased for the price of fixing them up. We'll get them back in good shape and ready to roll elsewhere.

So, you ask, when will MTM run its own train? The Tourist Railway Assn. (TRAIN) convention is being held in Duluth on or around Nov. 1, 1991. Since many of the delegates will come in through the Twin Cities, a train would seem like the proper way to ferry them to Duluth. Stay tuned.

MTM GETS ITS FIRST STEAMBOAT

Rather quickly and unexpectedly, MTM has added steamboat restoration to its list of activities. The Twin City Lines "streetcar boat" Minnehaha was built at the 31st Street shops in 1906. One of seven similar boats, it provided scheduled service to 27 ports on Lake Minnetonka, and connected with TCRT's streetcars at Excelsior, Deephaven and Wildhurst. Service continued until 1926. The Minnehaha, Como and White Bear were sunk in July 1926. Sisters Harriet, Excelsior and Stillwater were sunk in April 1928. Only the Hopkins survived, sold to private individuals. It ran in charter services until 1949.

In 1980 the Minnehaha was located on the bottom and raised. Under state salvage law it became state property and sat at the Minnesota Dredge Co. drydock in Shorewood. In 1985 the non-profit Inland Marine Interpretive Center was organized to attempt a restoration. The group was headed by Darel Leipold of Excelsior. Unfortunately, fund raising efforts were not successful and the project stalled.

Leo Meloche had been involved with the boat, but was frustrated by the lack of progress. He called President Aaron Isaacs to see if drawings were available. After talking for a while, Isaacs invited



Here is the Minnehaha docked and steaming across Lake Minnetonka. Note the differences in detail, such as the sun canopy and searchlight.

Loren Martin Collection.



Meloche to bring the boat project into the museum.

At its February meeting the Board created a Steamboat Committee, with Meloche as its chair. A steamboat fund was started within MTM's books. Meloche worked with Leipold and the Minnehaha was deeded to MTM in February.

Meloche has raised over \$28,000 from donors in the Lake Minnetonka area. A 60-foot trailer has been purchased to move the boat.

The first important task was to put up a simple pole building to protect the Minnehaha from the weather. Approval was received from the **Hennepin County Regional Railroad Authority** to locate on the former Minneapolis & St. Louis right of way in Excelsior, west of downtown. There were some conflicts with local zoning and building codes, but the city council was favorably disposed to the project. Construction was completed recently.

Besides Meloche, welcome to the newest MTM members who are active on the Steamboat Committee. They include: **Bob Bolles** - a contractor interested in preserving historic Excelsior.

Leon Brewer - a teacher at Dunwoody, interested in steamengines.

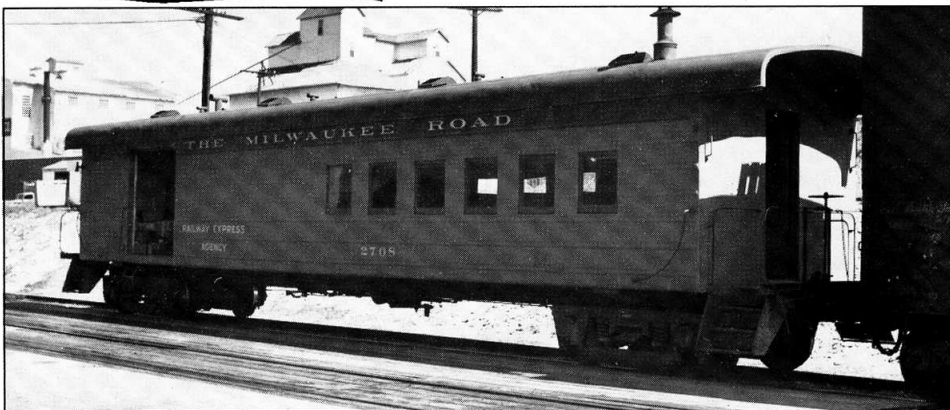
Lyle Godfrey - a commercial contractor, whose grandfather helped build Minneapolis.

Darrel Leipold - a local retailer and historian.

Tom Mann - a trailer manufacturer, whose grandfather piloted Minnetonka steamboats.

Bill Niccum - of Minnetonka Portable Dredge.

Interested members can contact **Leo Meloche** at 470-1770.



PCC'S TO RETURN TO THE TWIN CITIES

For about eight years, MTM has been trying to bring at least one of Twin City Rapid Transit's 140 PCC's home. Delivered from 1947 to 1949, they were sold in 1953 to Public Service of New Jersey, Shaker Heights Rapid Transit and Mexico City. Later two of the Newark, NJ cars, #3 and #27, were sold to Shaker Heights. These are the two that will return. They were originally TCRT #322 and #416.

George Isaacs has been working for years with **Ed Allen**, head of Cleveland's LRT shop. The original plan was for Cleveland to spruce up two cars upon delivery of their new Breda cars from Italy. That never came to pass because the new equipment kept having reliability problems.

Eventually, however, all the PCC's were put in the dead line. #3 and #27 last ran in 1982. New barriers arose, because other transit systems have eyed them for rebuilding. Pittsburgh has shown an interest. Buffalo was ready to make a deal, and would have rebuilt them for a new line extension. Fortunately for MTM, Buffalo experienced a bad money drought that caused a system shut down for a while.

Enter new MTM Director at Large **John Capell**. John is the Chief Administrator of the **Metropolitan Transit Commission**. It turns out that he knows the Assistant General Manager at Cleveland, **Ron Barnes**. A phone call led to a letter. The Cleveland folks decided that their regulations would permit a direct sale to MTC, not MTM, so that's the way the job got done. The purchase price was \$500 per car.

We don't know the car number yet, but MTM's newly acquired Milwaukee Road combine is a sister to #2708, shown here in Lewistown, MT in 1948.

George Isaacs photo.

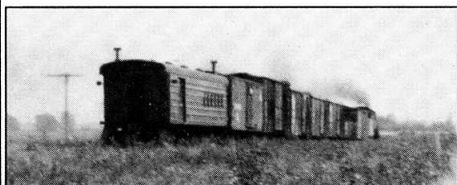
As this goes to press, the paperwork is waiting to be processed. The cars will be transported by truck and stored at Jackson Street, where restoration will be done.

NEW ACQUISITIONS

St. P & P Coach Arrives

After many months of preparation and waiting, MTM has taken delivery of a true Minnesota railroad artifact. The St. Paul & Pacific was James J. Hill's original predecessor to the Great Northern. We have acquired an 1872 vintage coach built for the St P&P. Believed to carry the number 25, it was later converted to a combine and retired in the early 1900's.

Stripped of its trucks, underframe and most interior furnishings, it sat outdoors on a ranch in Montana until this year. The owner of the ranch died without leaving heirs. The **Great Northern Historical Society** knew about the coach body and was successful in having it donated to them. They raised about \$5000 to have it shipped to St. Paul. Because they have no storage facilities, MTM was approached to help out. The result was an agreement to deed the car over to MTM and store it indoors at Jackson Street. The **GN Historical Society** has placed certain restrictions on how MTM may do restoration. Basically they want to assure that it is accurately done. GNHS members may also want to help with the work.



The Milwaukee Road's open platform steel combines ran in mixed train service across southern Minnesota from La Crosse through Austin and Fairmont to Wessington Springs, SD. Around 1940, a youthful Norm Podas caught one on film near Austin.

The carbody arrived without incident and within a few days it had been moved into the building, next to streetcar #1239.

The condition of the carbody is rough, but it's not as far gone as streetcar #78. One highlight is the initials of the St. Paul, Minneapolis & Manitoba on the clerestory glass. Also, the removed seats are stacked in the car.

Right: PCC #426 has just crossed the Intercampus line on 4th Street SE at 15th Avenue on the Oak-Harriet line. MTM collection.

Below: Photographer John Kennedy was aboard BN's Fargo to Winnipeg RDC in April 1971 when it met its southbound counterpart at Pembina, ND. This is the U.S.-Canadian border.



NORTH SHORE RAILROAD UPDATE

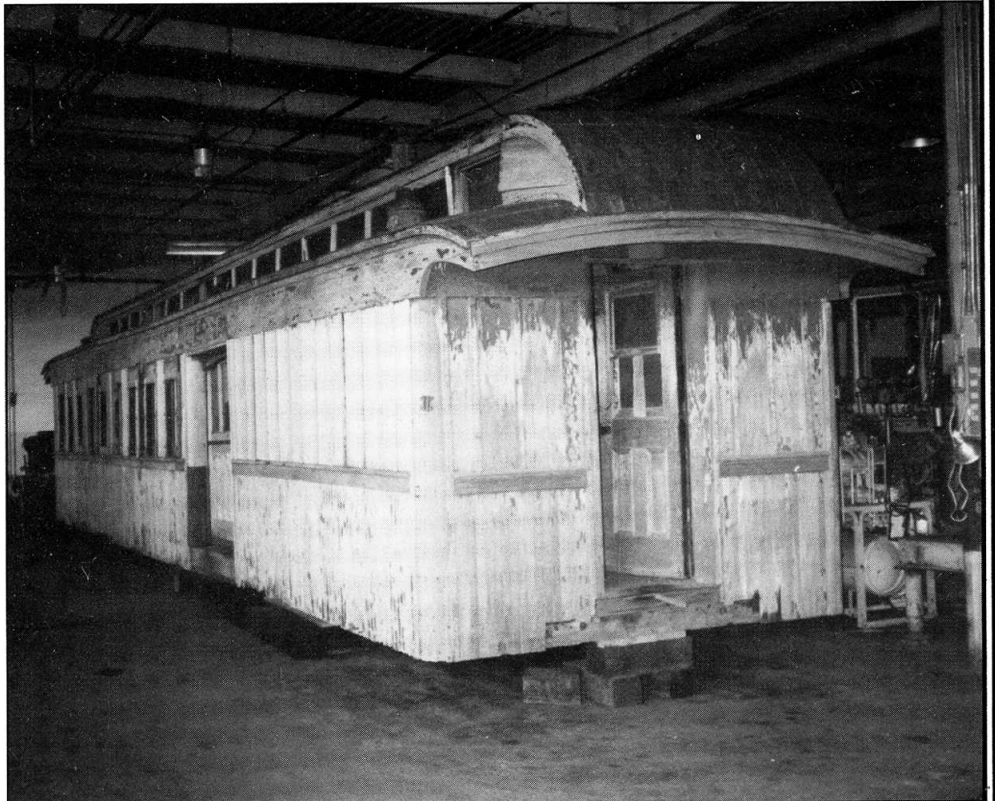
Those of you who see the Laker publication of the Lake Superior & Mississippi know some of the complicated ins and outs of the North Shore Railroad. The former DM&IR line from Duluth to Two Harbors was purchased by St. Louis County. That was the easy part.

The hard part has involved lining up operators for the railroad's excursion, freight and dinner trains, plus difficulty finding rolling stock. Throw in uncertainty about the completion date of track construction, controversy over where to put the Duluth station, and a few political conflicts, and you have a challenging situation.

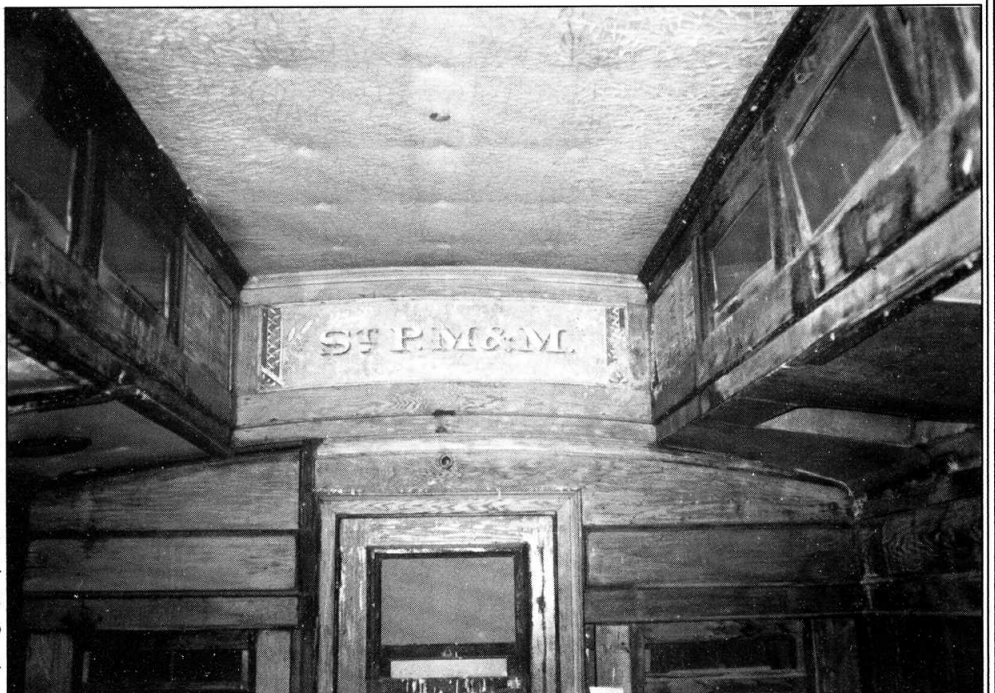
Rather than recite all the details, here's where things are now. **Duluth & Iron Range, Inc.** is the contractor for freight and some excursion service. It is headed by **Don Shank**, formerly of the DM&IR and a driving force behind the success of the **Lake Superior Museum of Transportation**. D&IR will provide passenger service using an RDC car purchased from the Blue Mountain & Reading in Pennsylvania. It will run from the Duluth depot Monday-Thursday to Lakeside on the east end of town. Departures will be 9:30, 11:00, 12:30, 2:00, 3:30 and 5:00. On Fridays, the car will leave Duluth at 10:00 for Two Harbors, arriving there at 11:00. Passengers will tour Two Harbors while the RDC makes a noon round trip to Knife River. At 1:30 it will depart for Duluth. On Saturdays and Sundays, the RDC will be based in Two Harbors, with trips to Knife River leaving at 10:00, 11:30, 1:00, 2:30, and 4:00.

If you've been keeping score, you'll notice that the schedule leaves no Duluth-based service on weekends. This is partially because of the space limitations of the RDC, which probably would not be able to handle the demand for such peak trips. Indeed, with no backup equipment, the RDC schedule is quite a risk by itself.

This would not have been so bad, except the County Rail Authority has been publicizing its coming excursion trains out of Duluth. There have been billboards featuring a steam locomotive.



St. Paul & Pacific coach #25 sits inside the Jackson Street Roadhouse. Bits of Pullman green paint remain on the exterior. Seat backs and cushions are stacked inside. The initials of the St. Paul Minneapolis & Manitoba, absorbed into the Great Northern in 1907, decorate the clerestory glass. Aaron Isaacs photos.



There is a steam engine in the form of ex-Lake Superior & Ishpeming, ex-Duluth & Northern Minnesota 2-8-2 #14. It has been under restoration and will hopefully be steamed up and tested later this year.

Even with a locomotive, there is no train to pull. The railroad authority originally approached the Lake Superior Museum, which was committed to the Lake Superior & Mississippi's excursion service on the

west end of town. However, faced with the county's problem of no weekend Duluth excursions, the board of the LS&M decided in April to annul their normal operations and move to the North Shore line for the summer of 1990. LS&M trains will depart Duluth Union Station several times on Saturdays and Sundays, beginning June 30 and ending September 2nd. Trains will use a runaround track at 47th Avenue East.

In addition to the regular weekend schedule, the following special movements are planned: June 23-Grandma's Marathon pace train, June 29-a charter for the Minnesota Bar Association, July 14-Two Harbors Railroad Days, and August 16-Shriners Convention.

Motive power is still an open question. LS&M's center cab #46 is considered too slow for mainline running. GN SD45 #400 "Hustle Muscle" is another

possibility. There has been some talk about leasing one of MTM's diesels, probably the #101. **Joe Minnich**, the county's consultant, has also expressed some interest in leasing several of MTM's derelict cars currently stored at the Arden Hills arsenal. Candidates are the parlor car Twin Ports, NP coach #1370, the Soo Line diner and DM&IR coach #30. So far this is all just speculation.

Thanks to the **Laker** for all this information.

MTM THROUGH THE '80's

- Aaron Isaacs

The first Minnegazette of the 1980's contained a look back through the '70's, and it seemed appropriate to do the same for the 1980's. These articles are always

enlightening because they show how far the museum has come. As I researched the article, I realized that MTM has grown at an ever-increasing pace.

Here's where we were in 1980. The Como-Harriet line had reached its final length three years earlier, but still ran with only car #1300. The new barn for #265 had just been completed. Locomotive #328 was still in pieces at Como Shops. The **Minnegazette** was still printed on non-glossy paper.

Here then is the saga of MTM in the '80's.

1980

Acquisitions: NP 4-6-2 #2156, moved from Como Park to Como Shops. Duluth streetcar #265 moved from Como Shops to Lake Harriet.

MTM was trying to develop a railroad site on the ex-Milwaukee Road from

NP #328 heads downgrade on the former Minneapolis & St. Louis through Eden Prairie. It's going to the Renaissance Fair at Merriam Junction in the Minnesota River Valley. Bob Ball photo.



Montgomery to Le Center, in concert with the proposed Le Center Terminal Railway. MTM ran an AMTRAK excursion to Duluth on May 3rd. Triple combine #1102 was displayed at AMTRAK, St. Cloud and Wayzata. Buses #630 and #1399 were restored by MTC to their original color schemes. Streetcar boat "Minnehaha" was raised from the depths of Lake Minnetonka. Dan Patch #100 was loaned to Duluth and helped pull the first run of their Lake Superior & Mississippi RR.

1981

Acquisitions: Rock Island coaches #2529, 2604 and 2608. Milwaukee Road baggage/dorm ##1631, crane #898, Soo Line flatcar, Great Northern coaches #1096, 1097 and 1213. GN business car A-11.

Car #1300 makes the cover of the Minneapolis phone book. The **Minnegazette** changes to the present slick paper magazine format. #328 is steamed up for the first time, makes

first passenger run at New Brighton. Also runs at Stillwater, Wayzata and Lilydale. Triple combine #1102 visits Willmar. Streetcar #265 makes its first revenue run. MTM unveils its new traveling display at the Northtown show. Como Shops is put up for sale. Permanent railroad site candidate this year is the Lilydale spur of C&NW.

1982

Acquisitions: NP baggage car #234, GN heater car #16. First scheduled two car operation at Lake Harriet. MTM forced to leave Como Shops, when the shop building is torn down and the complex becomes Bandana Square. #328 travels to New Brighton, Bayport, Lilydale, Stillwater and Northfield. RPO #1102 makes the first mail pickup on the fly in Minnesota since 1971. First **Minnegazette** color cover. Dan Patch #100 returns from Duluth. Bill Olsen donates power truck, making restoration of Duluth car #78 a possibility.

1983

Acquisitions: DM&IR coach 30, GN auxiliary tender X3232. Railroad restoration moves to the Minnesota Transfer roundhouse. Dan Patch #100 appears at the AMTRAK station. #328, travels to New Brighton, Stillwater, Bayport, Hudson, Lilydale and Northfield.

The Stillwater & St. Paul RR is donated by the BN to MTM. The first Railroad Division Picnic is held. The Steam Line Special charter is run for NSP. Coach #1213 is repainted into original GN colors. Soo Line caboose #99014 is sold to Bandana Square. MTM hosts the national Tourist Railway Association (TRAIN) convention. The Board mandates a feasibility study of the proposed Jackson Street site.

1984

Acquisitions: CB&Q doodlebug #9735, C&NW baggage car X300100, two Andersen Window flatcars, BN boom

Below: #328 prepares to leave Hudson, WI with an excursion sometime in the early 1980's. Bob Ball photo.



flatcar 605686, Soo flatcars W1058 and X612, MN&S business car Gopher. #328 travels to Hudson, Lilydale, New Brighton, Northfield (Carlton-St. Olaf football special), Stillwater (first trip over the entire S&StP) and the Renaissance Festival. First dinner in the diner served on the Hudson trip. A-11 makes its first trip. Third CHSL car barn built. MTM signs the contract for deed to acquire the Jackson Street Roundhouse.

1985

Acquisitions: Soo Water Tenders #4056, W165, W166, X775; Soo boxcars #134216, X562; BN wrecker and boom flatcar #959439, CB&Q North Coast Limited coach 598.

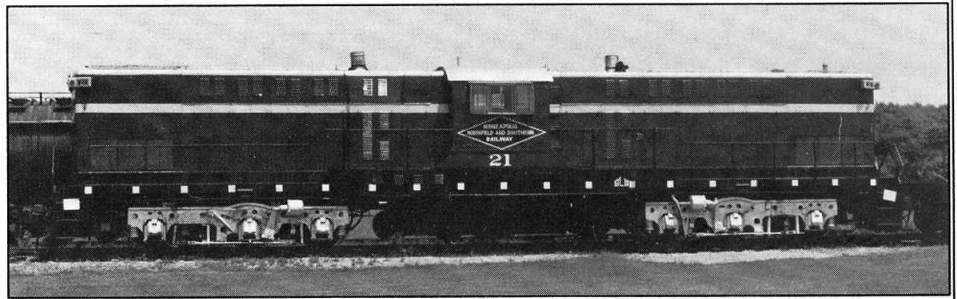
Streetcar #78 moved to Lake Harriet for restoration. #328 travels to New Brighton, Hudson, Stillwater, Bayport, Renaissance Festival and Osceola. First Jackson Street open house held. Bayport depot acquired. "Twin Cities Today" brochure printed. NRHS "400" excursion to Eau Claire uses MTM coaches.

1986

Acquisitions: LST&T diesels #101 and 102. Lake Harriet bandstand opens and CHSL has its biggest day ever (1719 passengers). Art Pew assumes the mortgage of Jackson Street Roundhouse for MTM. MTM cars travel to Milbank, SD. Diesel excursion runs to Hutchinson over Dakota Rail.



Above: Look closely. They're boiling corn on the cob in that trash can using hot water from the #328's boiler. Don't you kids try this at home. Hudson Leighton and Pat Campion share this highlight from the 1980's. Jeff Haviland photo.



Above: Big Baldwin #21 of the Minneapolis, Northfield and Southern shines at the Illinois Railway Museum in Union, IL,. Sporting as-delivered silver thrucks, the unit is fully operational. Art Nettis photo.



This is one of the last trains to operate through Morgan on the Sleepy Eye-Redwood Falls branch of the C&NW. Also RSD-4 #1517 shuffles mostly 40-foot boxcars over the very tired original rail. The date is October 11, 1980. Perry Becker photos.



1987

Acquisitions: LST&T diesels #103, 104 and 105; C&NW baggage car X300728, GN baggage car #265, C&NW RPO car #300762, nine BN 40-foot boxcars, BN flatcar #2037, BN gondola #558049, C&NW coach #199090, Soo diner #1474, Soo sleeper #725, NP Russell snow plow. Waite Park agreement signed for MTM to remove all track materials. Stillwater & St. Paul RR begins regular operations. Minnesota Zephyr begins operations at Stillwater. First track laid at Jackson Street. Lester building erected at Jackson Street.

1988

Acquisitions: Dilworth turntable, NP Rutledge depot, Soo boxcar 43960. Dilworth turntable moved to Jackson Street. Countryside siding built at Stillwater. Duluth Junction land swap with DNR completed. First Stillwater charter operated. Minnegazette sold in hobby shops for the first time.

1989

Acquisitions: NSP GE 44-tonner #5, flatbed trailer truck, 3-axle ramped trailer. Duluth Junction yard and runaround track completed. Extensive track renewal work at Stillwater. Fence erected at Summit. First Como-Harriet Press Day held. Waite Park track removal completed.

BILL'S CRYSTAL BALL REVISITED

The first **Minnegazette** of the 1980's contained a recap of the previous ten years, plus President **Bill Graham**'s predictions for 1990, ten years into the future. Here's what he said, along with what actually happened.

"Como-Harriet will have four operating streetcars: TCRT #1300, DST #265, a Twin Cities PCC from Cleveland, and either Duluth #78 or Mesaba #10."

Well, Bill, you were a little early on the PCC, but at least it's in town. Otherwise, 100% right.

"CHSL will be picking up passengers at Drew Avenue and at Lake Street with intermediate stops. Half of those attending band concerts and picnics at Lake Harriet will arrive and depart by trolley."

Nope.

"MTM will be carrying 50,000 passengers each summer between Montgomery and Le Center. The train will include NP coach #1370 rebuilt with walkover seats and stained clerestory windows. Other restored coaches will represent the C&NW, Soo line, GN and Milwaukee Road. Bringing up the rear

will be the GN "Twin Ports" or a Milwaukee Skytop Lounge on alternate days."

The railroad in Le Center is wrong and the cars are wrong, but at least Stillwater is up and running.

"MTM will have acquired and overhauled a mainline steam engine (N.P. #2156?). This engine will run at Montgomery and will make occasional forays around the state. We also will have an operational EMD F-unit in original colors."

Bear in mind that MTM didn't have the 2156 when this prediction was made.

"MTM will have a permanent facility in which to display and interpret our vast collection of railroad lore. It will be open to the public daily, feature an operating railroad and trolley layout, and have a real railroad outside its door for people to ride."

That would be Jackson Street Roundhouse. We're not quite that far, but it's still a pretty good prediction.

Rather than make my own predictions here, I'd like to hear what the **Minnegazette** readers think. Send your predictions for the year 2000 and we'll publish them in the next issue.



Wisconsin Central's ex-MP GP-38 #715 waits at the Medford, WI depot before returning light to Stevens Point in May 1990. Bill Graham photo.

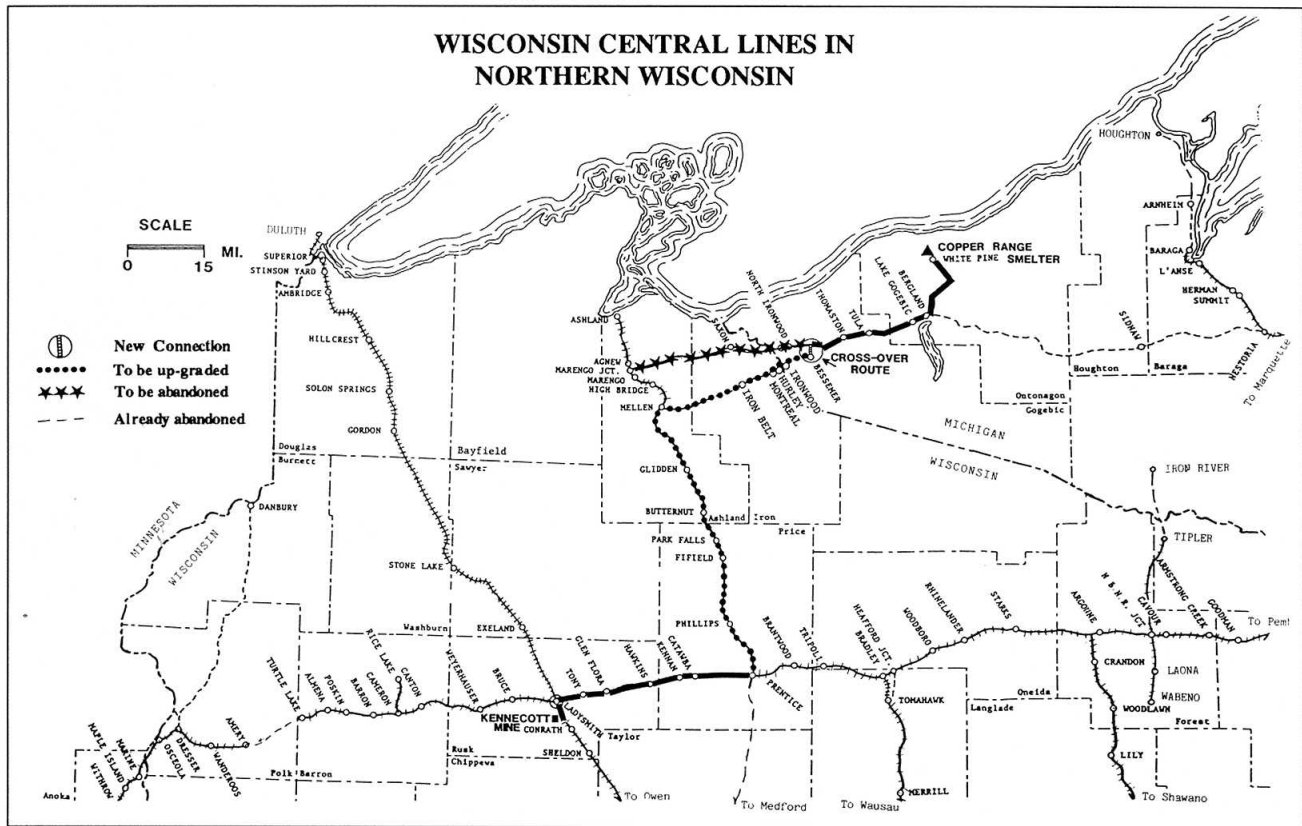
Editor's note: Former **Minnegazette** Editor **Bill Graham** recently moved to Medford, WI, not far from Wausau. As an apprentice cheesehead, he has volunteered to give us the latest news from Packer-and-Brewer land. It may be too late to prevent this from becoming a regular feature.

Notes From Northern Wisconsin

-Bill Graham

WCL To Haul Ladysmith Copper

The Kennecott Copper mine near Ladysmith is expected to open in about one year if current predictions and copper prices hold. The mine will tap the richest known copper deposit in North America, located about three miles southwest of Ladysmith along the Flambeau River.



Wisconsin Central Ltd. will service the mine from its Owen to Superior line which passes less than a mile east of the site. Ore would move to Kennecott's smelter at White Pine, MI, via the old Sault Ste. Marie mainline to Prentice, and the Ashland line to Mellen Junction. Here the tale gets more interesting.

The present WCL route to White Pine continues north from Mellen to Marengo, and turns northeast on the former Duluth, South Shore & Atlantic mainline to Bergland, MI. It descends nearly 500 feet from Mellen to Marengo, and then climbs over 700 feet back up to the Gogebic Range at Ironwood. A much easier grade is the shorter and still intact Soo route from Mellen to Bessemer. This line has been out of service for over a decade, and would need repairs. A new 2-mile connection from the Soo to the DSS&A line would need to be built at Bessemer. The line between Hawkins and Prentice is out of service for a condemned bridge. The Prentice to Mellen segment sees daily service, but deferred maintenance limits trains to 25 mph.

The State of Wisconsin turned down for this year a request for \$3 million to rehabilitate the Prentice to Hurley segment.

Below: In a scene that is no more, Rock Island leaps bound from Shoreham to Inver Grove leave the Soo Line for ex-NP BN rails at Trout Brook Junction in St. Paul in 1970. Joe Elliott photo.



Michigan is holding back on funding the new connecting line at Bessemer. The old DSS&A mainline is poor condition, and it too will need attention soon. Stay tuned.

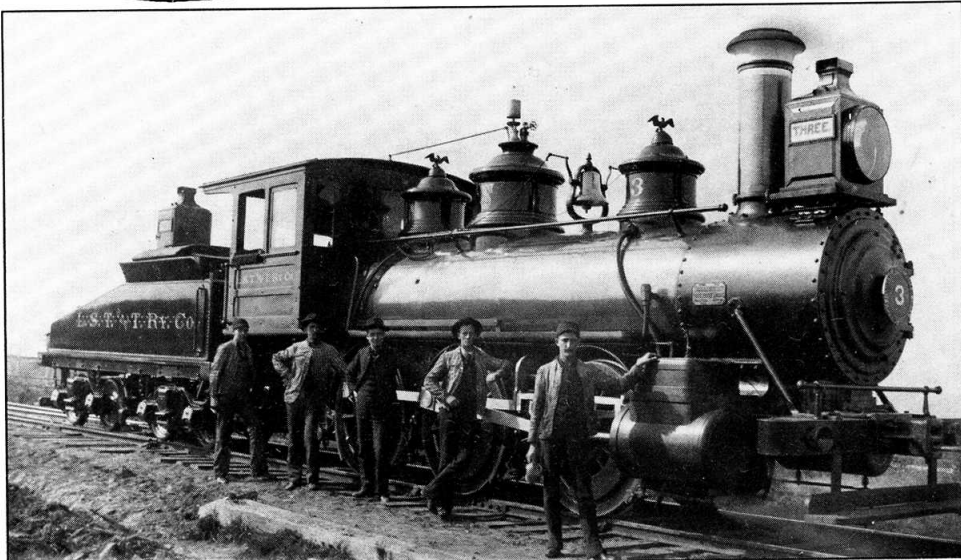
More Rails To Trails

The Soo's Lake States Transportation subsidiary had re-routed much northern Wisconsin service prior to the Wisconsin Central take-over in 1988. Ashland trains were moved to the former Milwaukee Road "Valley" route through Wausau to Tomahawk, running west to Prentice over the Sault Ste. Marie line, and north to Ashland over their original route. The Medford to Prentice segment of the old Ashland route became surplus, and Price and Taylor Counties have purchased the right of way under the Rails To Trails program. WCL continues to operate a Stevens Point to Medford way freight five or six days per week. Track north of Medford is being lifted and should be gone by mid-July.

Don't Miss Laona

Laona is about 225 miles northeast of the Twin Cities on U.S. Highway 8 in the northeastern Wisconsin highlands. It has a lumber mill and two railroad attractions that are worth a visit. Shortline operator Nicolet, Badger & Northern operates excursions over former CNW track from Laona to Wabeno. Trains leave Laona at 8:30 and 11:45 weekends and holidays through Labor Day. The consist is a well turned out ex-CB&Q heavyweight coach and a former Atlantic Coast Line stainless coach converted to restaurant use. During the layover at Wabeno, passengers may tour the town's logging museum which has an interesting collection of artifacts and documents, plus a steam log hauler which is operated on occasion. The hauler is a locomotive boiler and cab mounted on crawler tractor treads at the rear, and either a pair of skis or wheels in front for steering. Log haulers in museum collections are rare, but having an operational one is remarkable.

Also at Laona is the Camp Five Museum on the estate of the Connor family lumbering operating. Exhibits include a working cattle ranch, logging exhibits,



forest and river tours, a petting zoo, and a 4-mile ride on a remnant of the Laona & Northern Railroad. An original Laona & Northern 2-6-2 (Vulcan. 1929) pulls two nice ex-Soo Line coaches. Camp Five is open weekends through August. Each of these railroad and logging exhibits operate independent of each other, and all are worth visiting.

Lake superior Terminal & Transfer #3 was a direct ancestor of MTM diesels #101, 102, 103, and 104. Note the number spelled out on the headlight. Taken some time before 1900. Carlton County Historical Society photo.

Lake Superior Terminal & Transfer drew its equipment from its parent companies. The diesels wore Empire Builder colors, but caboose #18 was 100% Northern Pacific. Photo taken in September 1969 by Joe Elliott.





The Burlington stopped across the Mississippi from Winona at Winona Junction, and crossed the river with a connecting bus. Above: Sometime in the 1950's (note the full width diaphragm) the Empire Builder is stopped at the small but modern station. Below: About 1940, a Yellow coach waits outside the Winona ticket office. Winona County Historical Society photos.

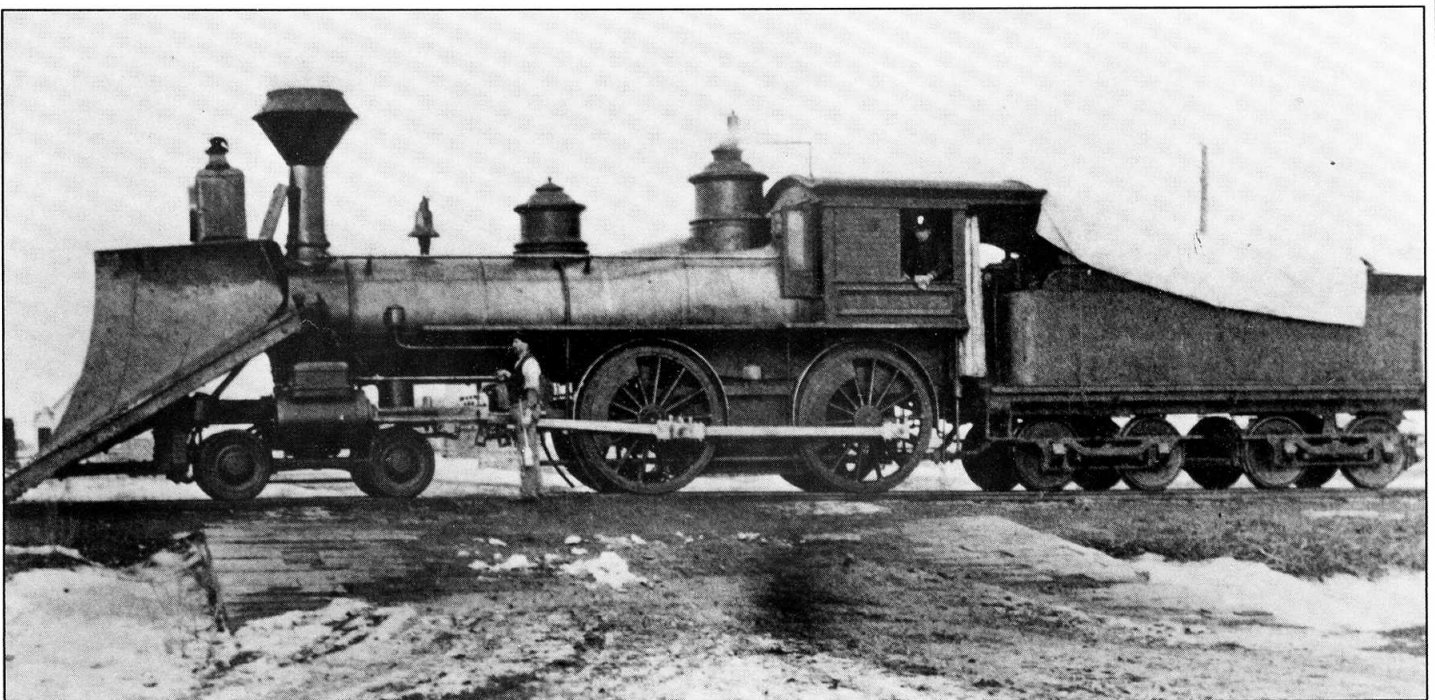




Right: OBSCURE DEPOTS ON PARADE The location is 29th and Humboldt Avenue South in Minneapolis, near the northeast corner of Lake Calhoun. Ironically, the photographer is standing on the site of a proposed light rail station, presuming that LRT gets built on this former Milwaukee Road line, route of the Olympian Hiawatha. The year is about 1930. Minnesota Historical Society photo.

Below Right: NP Q-3 Pacific #2151 departs Brainerd during the twilight of steam in Sept. 1956. Neil Torssel photo.

Below and Left: This is how they fought snow back in 1885 on the Northern Pacific. This American Standard 4-4-0 has been equipped with a monster plow, boarded up cab window, headlight cover, side curtains and a tarp over the tender to try to keep out the weather. F. Jay Haynes photo. Minnesota Historical Society collection.

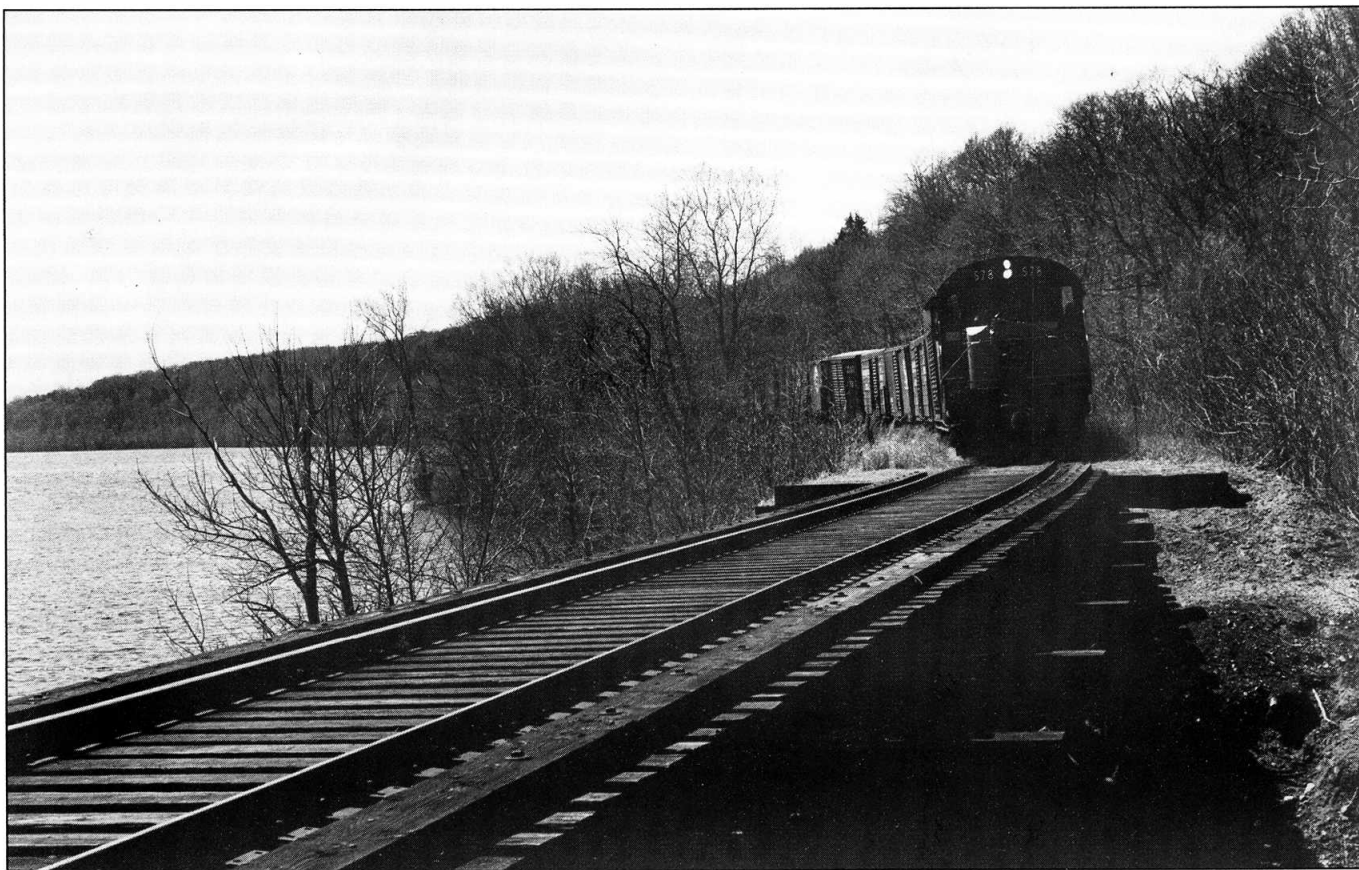






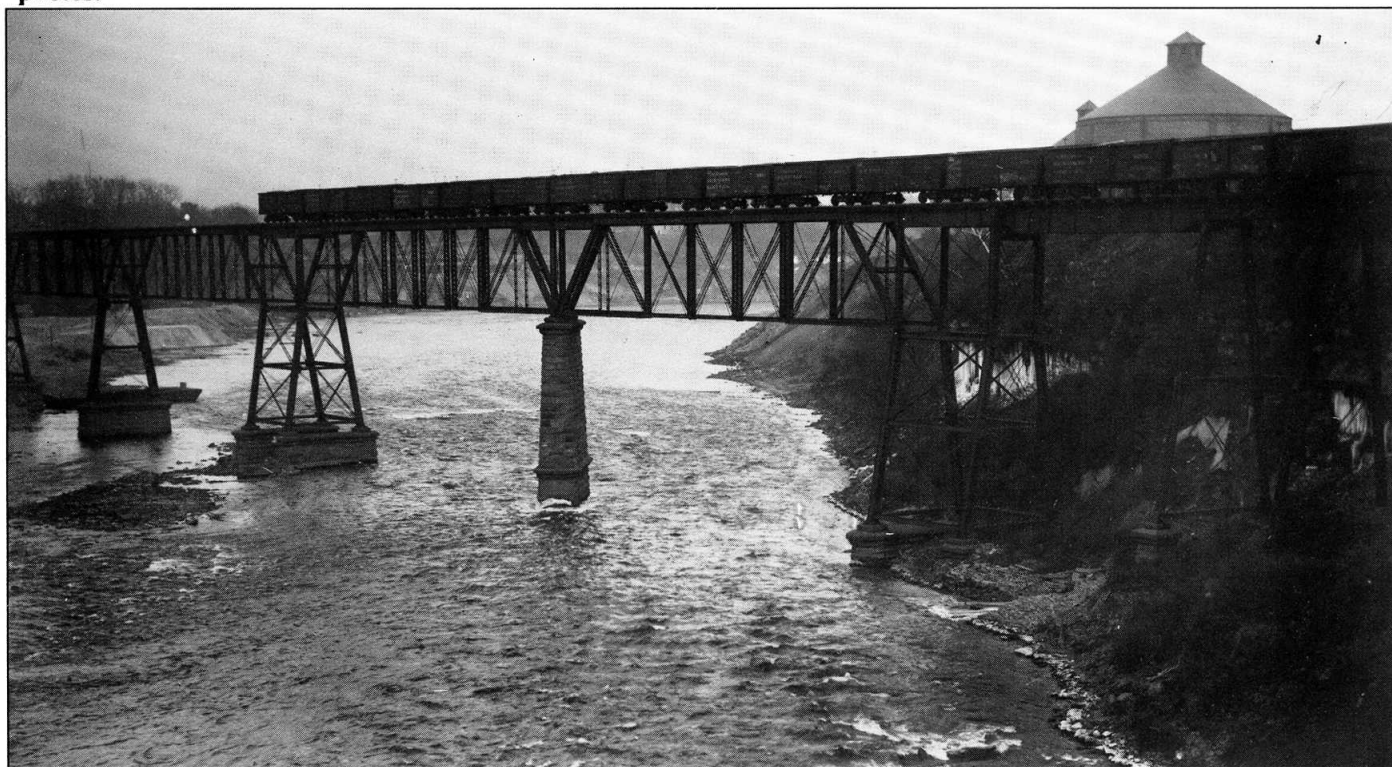
Above: Baldwins in the mist. All the trackage is now gone from the west side milling district in Minneapolis near the Milwaukee Depot. This is what it looked like in 1970 from atop the Washington Avenue viaduct. The buildings now house offices and a luxury hotel. Joe Elliot photo.

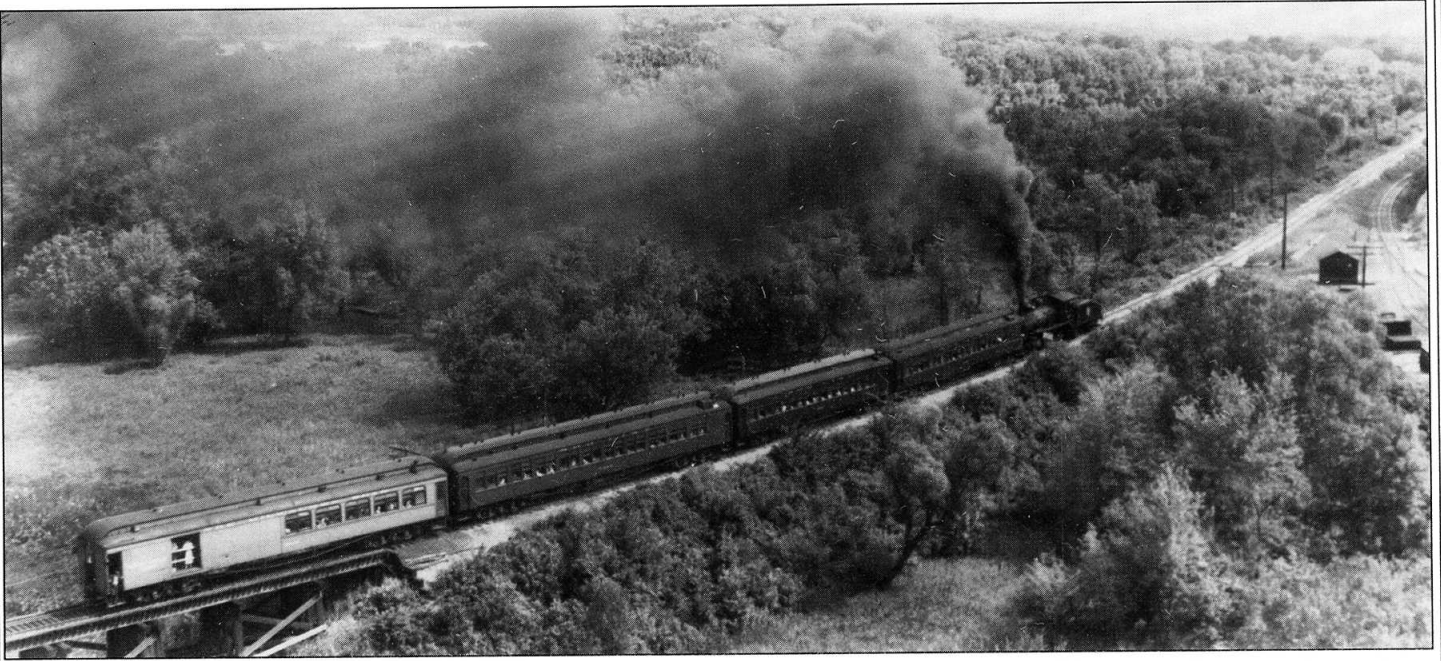
Below: If ever a rail right of way deserved to be saved, it was the Milwaukee Road's branch from Hastings to Stillwater. It hugs the west bank of the St. Croix, and was the only way to see the valley without a boat. In 1970, chopped nosed Alco #578 leads the daily freight to Bayport. Alas, the line was replaced by trackage rights over the C&NW through Lake Elmo in 1979 and most of the right of way is in private hands. Joe Elliott photo.





Little remarked and barely remembered was the Minneapolis Western Ry. and its bridge across the Mississippi, just downstream from the much more famous Stone Arch bridge. Constructed in 1885, it passed into GN hands in 1928 and was removed in 1952. Some of the piers remain to this day. These views date from 1895 and 1903. Minnesota Historical Society photos.





The Minnesota Railfans Assn. used to run some mighty fine excursions, using equipment we can only dream of. In about 1948, they chartered a train of wooden Soo and Milwaukee Road coaches, pulled by 4-4-0 #98, which somehow was still operational. The trip covered lots of now abandoned trackage. Above: Ron Nixon looked down from the Mendota Bridge as the special approached the C&NW's Mendota station tender first, having just crossed the Minnesota River. It later traversed the former Hastings & Dakota via Farmington and Chaska, before venturing up the Hutchinson branch, where Norm Podas recorded it taking a breather among the weeds. It then returned to Minneapolis.





Great Northern Depot action during the depression.

Above: GN P-2 Northern #2516 heads up the Empire Builder on July 31, 1933.

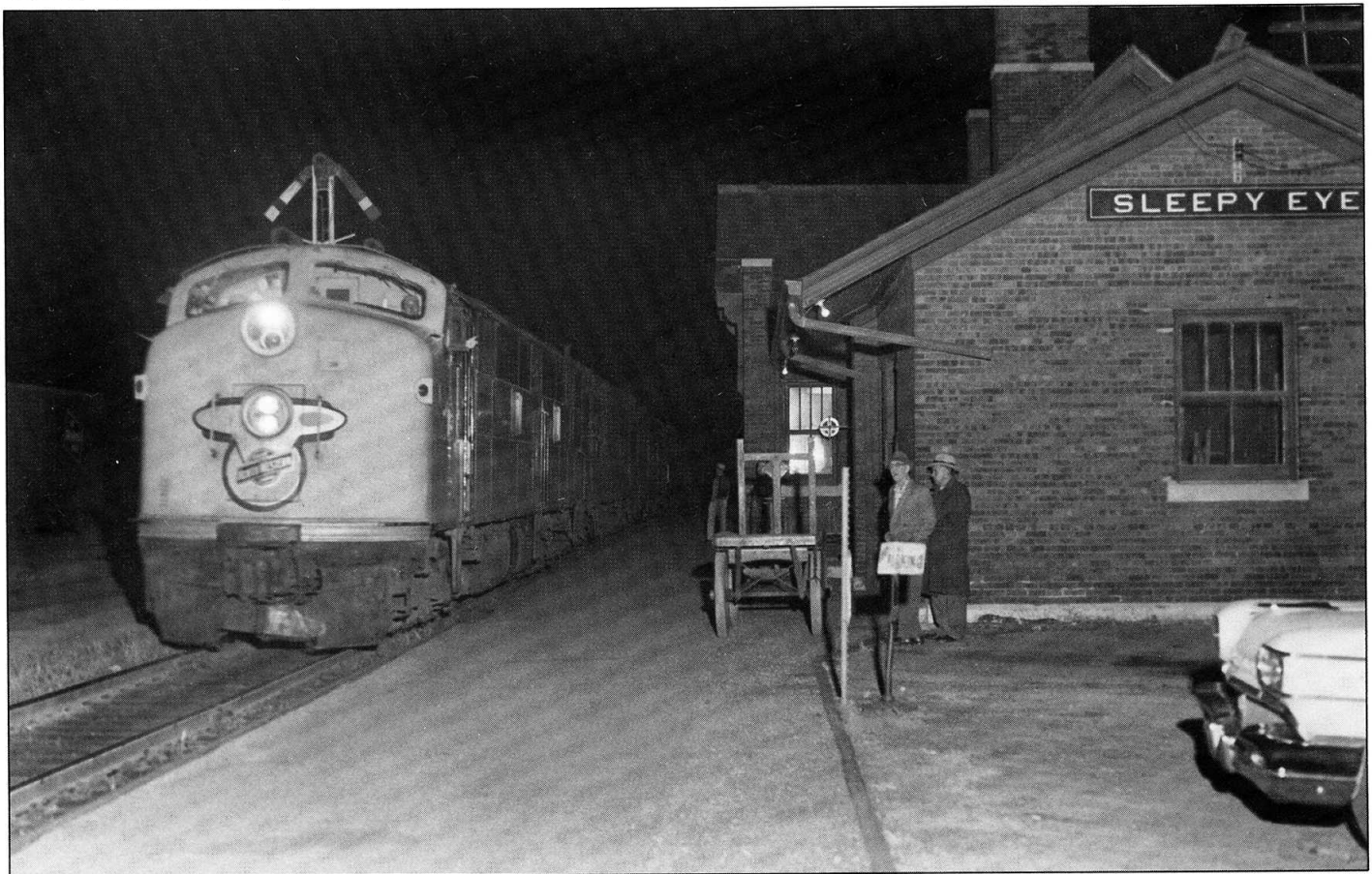
Below: GN K-1 Atlantic #1703 arrives with train #12, the Alexandrian. Both photos Paul Joyce Collection.





Above: The C&NW's "Alco" line from Winona to Rapid City had several branches that were also trod by the smoky beasts. Here RS-2's lead a sugar beet extra near Comfrey on the northsouth line from Sanborn to Fairmont and Mason City in 1973
Neil Torssel photo.

Below: Neil Torssel caught the last run of the westbound through his hometown of Sleepy Eye in October 1960.





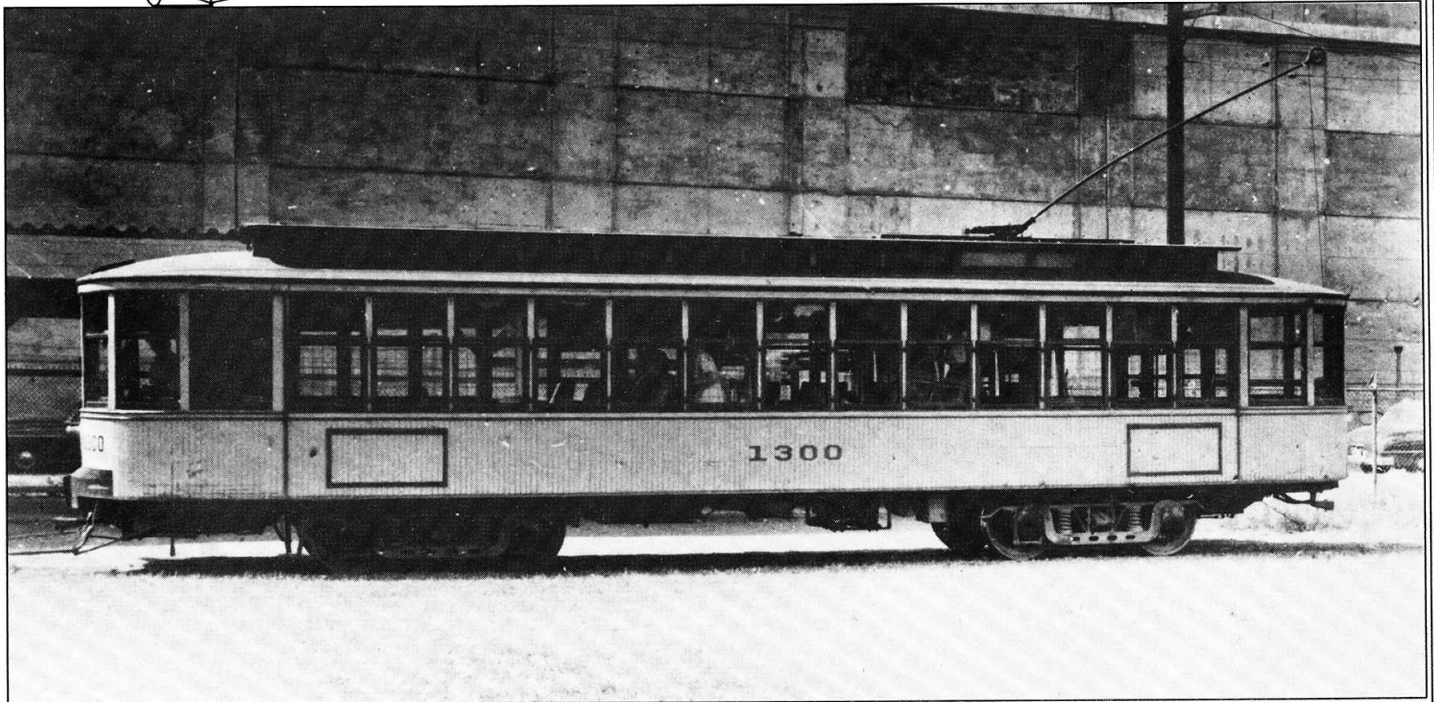
Above: In its first year of operations, the Minnetonka Zephyr enters the Mound city limits powered by Dakota Rail's ex-Milwaukee F-units. Aaron Isaacs photo.

Below: AMTRAK's Northstar is doing a substantial business at Cambridge on its morning trip to Duluth. William Larson photo.



Above: As AMTRAK day approached, all that remained of BN's Winnipeg Limited was a connection with the Western Star at Grand Forks shown here behind an E7 on a very cold day. Joe Elliott photo.







Photographer John Runk of Stillwater fame recorded one of the last State Fairs to be served by streetcars. He also shot movies that can be seen at the Minnesota Historical Society. In these three views:

Opposite Top: car #1300 departs past the hippodrome.

Opposite Bottom: buses are already starting to take over.

Above: PCC #375 passes the car serving as a temporary office for streetcar personnel.

Below: This is the lineup at Snelling Station during the 1953 State Fair. University Avenue is in the background at right. John Runk photo. Winona County Historical Society collection.





Left: In March 1929, a Robbinsdale car travels north on West Broadway. This section of line was single track. Minnesota Historical Society photo.

Below: Something unpleasant has involved car #1296, northbound on Bryant Avenue South at 47th Street on a winter day circa 1945. Note the presence of company officials discussing liability exposure, while two police officers measure the distance from the point of impact. That 1296 has not been moved, despite a pileup of eight streetcars behind it, implies a fatality, or at least grievous maiming. Minnesota Historical Society photo.

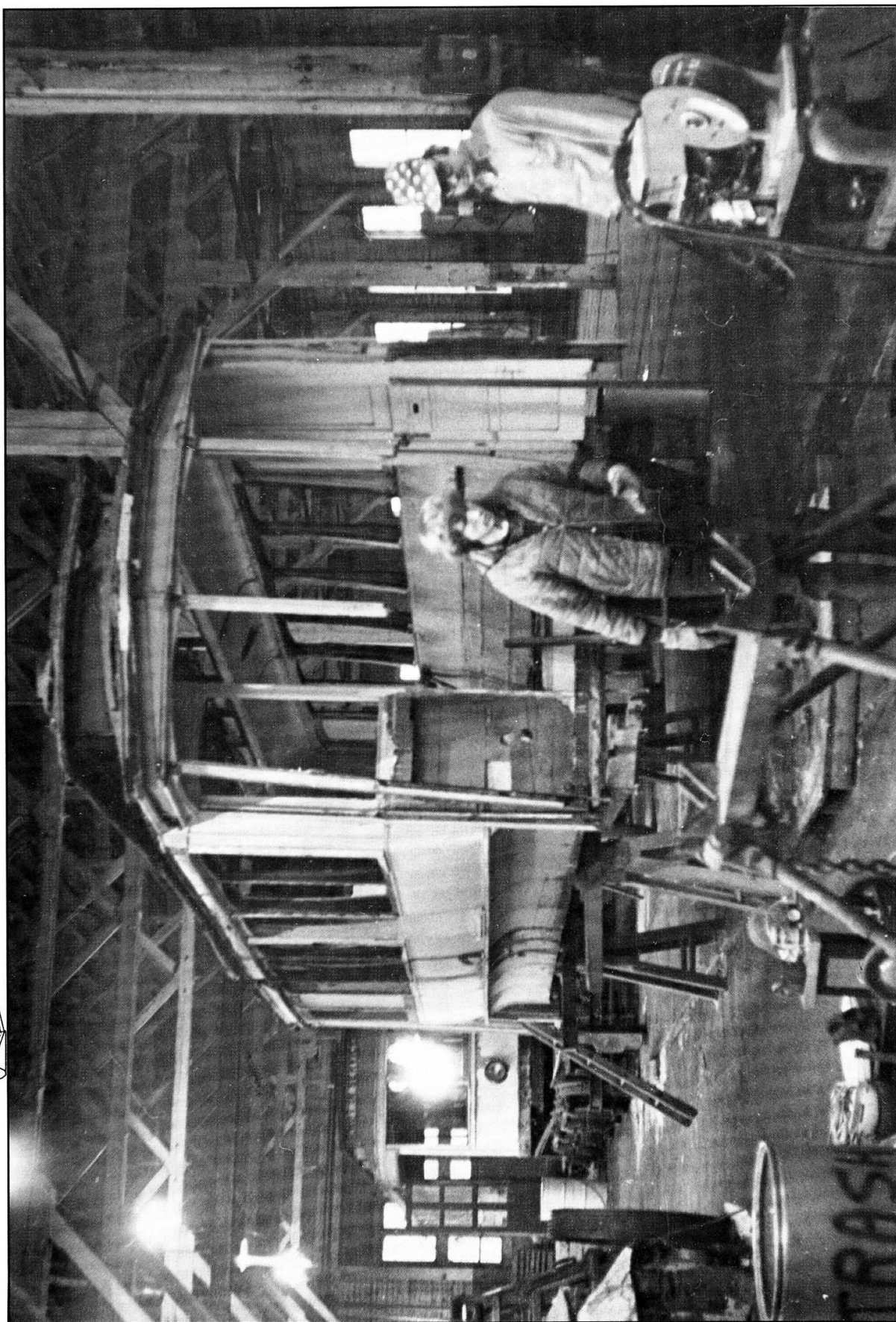




Above: An open car rolls through the business district of Moorhead. Minnesota Historical Society photo.

Below: This is a rare photo for two reasons. First, it shows suburban Lake Shore stop at Rameley Ave. in White Bear Lake. Second, look closer. There's a TCRT White Bear car lurking behind the shelter, coming off the PRW southbound. The year is 1928. NP RR photo Lorenz Schrenk collection.





Above: Duluth streetcar #78 was once thought to be a hopeless case, but no one had the nerve to scrap her. Here she is, sharing the Como Shops with car #265 during the mid-'70's.

Inside Back Cover: Splendidly on display for Press Day-1990 is DSR #78. Note the brand new, flaming red steps and gates. George Isaacs photo.

Back Cover: #328 is eastbound at Countryside in the summer of 1989. Aaron Isaacs photo.







MINNESOTA STREETCAR MUSEUM

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